LADWP Commercial EV Charger Rebate Program: 2026 Terms and Conditions

1.0 Common Terms and Conditions

1.1 Program and Rebate Description

1.1.1 Description: The Los Angeles Department of Water and Power (LADWP) Commercial Electric Vehicle (EV) Charger Rebate Program, "Charge Up LA!" (hereinafter referred to as "Program"), provides rebates applicable against the cost of purchasing and installing qualifying EV supply equipment (EVSE) to LADWP customers in good standing at commercial, industrial, and multifamily locations. Three categories of EVSE and their installation may qualify:

- Level 2 chargers used by employees, customers, visitors, or tenants to charge light-duty EVs,
- Direct Current Fast Chargers (DCFCs) used by employees, customers, visitors, or tenants to charge light-duty EVs, and
- Alternating Current (AC) or Direct Current (DC) chargers used to charge medium- and heavy-duty EVs.

Section 1 includes common terms and conditions applicable to all three categories of EVSE and their installation, unless otherwise noted. Sections 2, 3, and 4 include terms and conditions specific to each type of EVSE, including technical requirements.

1.1.2 Program: The Program may be modified or terminated without prior notice. Funds are limited and rebates are not guaranteed; LADWP may waitlist applications based on the status of available funding. LADWP may also suspend Program enrollment and stop accepting applications at any time funding is anticipated to become insufficient and keep enrollment suspended until additional funding is authorized. If the total rebate amount requested by all applications received during an open enrollment period is greater than the available funds, LADWP may conduct a random selection by lottery to determine which applications may be processed, waitlisted, or rejected. If funding is available after the open enrollment period, applications will be accepted on a first-come, first-served basis and processed in the order received. LADWP may prioritize funding based on the project's readiness, which may include, but is not limited to, finalized commissioning, construction progress, engineering approval, permit status, or ongoing utility service upgrade activities.

Rebate amounts are subject to change at any time and may be greater or less than the value shown in the application.

1.1.3 Maximum Rebate Amount: The final rebate amount will be based on the itemized, eligible project costs, minus any other financial incentives or rebates from third parties (the "Net Cost") that are received or expected to be received for the purchase and deployment of the EVSE. The rebate amount cannot exceed the Net Cost paid by eligible customers. Customers and any third-party rebate payment assignee are required to report to LADWP all third-party financial incentives actually received or expected to be received in connection with the purchase and installation of qualifying EVSE. Furthermore, rebate funds cannot be received in conjunction with California Energy Commission funding sources, including block grants, competitive grants, Communities in Charge, or the California Electric Vehicle Infrastructure Project unless otherwise stated by the California Energy Commission.

1.1.4 Rebate Payment Time Frame: Upon completion of the deployment of EVSE and upon LADWP receipt of all completed, required application documentation, applicants shall expect that it may take LADWP up to 12 months to issue payment for any rebate(s) applied for under the Program. Applicants are responsible for informing any third party to whom they may choose to assign the rebate(s) to, as provided under Section 1.1.7 of such time frame.

1.1.5 Rebates per Premises: Rebates are limited per Premises, as further defined below. Premises are defined as an integrated land area including improvements thereon, undivided by public thoroughfares or railroads and where all parts of the premises are operated under the same management for the same purpose. Indications of the "Same Management" include, but are not limited to, common access, parking, lighting, landscaping, and combined maintenance of common areas. A single Premises may consist of several lots, properties and/or joint/multiple owners and/or several businesses. Subject to all terms and conditions of the Program, eligible customers may receive rebates under the Program at multiple Premises. Premises located in a disadvantaged community, and either within multi-family housing (5+ residential units) or available to the public may be eligible for enhanced rebate amounts, as shown in the Program application. A disadvantaged community is designated by the California Environmental Protection Agency (CalEPA) using California Communities Environmental Health Screening Tool Version 5.0 . A multi-family property is defined as having five or more residential units.

1.1.6 Eligible Installation Costs: Eligible installation costs are limited to hardware and labor costs in connection with the deployment of switchboards, panels, circuit breakers and meter sockets, demand management equipment, cable management equipment,

electrical conduits, protective barriers, site-specific lighting, wiring, junction boxes, disconnects, switches, and fuses, together with trenching, resurfacing, restriping, connecting and maintaining (e.g., extended warranties, servicing contracts, EV charging networking fees) qualifying EVSE. Eligible installation costs also include any costs billed by LADWP to customers to deploy utility infrastructure not covered by the security deposit that may be required by LADWP for transformer upgrades. However, such security deposit is not an eligible installation cost under the Program. Notwithstanding any of the foregoing, costs incurred for the purchase and installation of EVSE, electrical conduits and panels required by the Los Angeles Green Building Code (Article 9 of Chapter IX of the Los Angeles Municipal Code) do not qualify for a rebate under the Program.

1.1.7 Payment Assignment: LADWP customers have the option to assign the rebate payment to a third-party. Customer and any third-party assignee understand that the total rebate and incentive amounts to be received from any and all sources, including but not limited to, utilities, state programs, manufacturer, retailer, or other incentive programs, cannot exceed the customer's total cost of purchasing, installing, and constructing the EVSE.

1.2 Qualifying EVSE and Installation

1.2.1 EVSE and Charger Definitions: EVSE is the equipment and conductors that transfer energy between an EV and the premises wiring with one or more charging ports and connectors for charging EVs. A charger is the system that provides power to charge one EV through one connector at a time.

1.2.2 Certification: Except as provided under Section 4.2, qualifying EVSE must be certified and listed by a nationally recognized testing laboratory (NRTL), as recognized by the Occupational Safety and Health Administration (e.g., Underwriters Laboratories).

1.2.3 Electric Vehicles: Qualifying EVSE must be used to charge on-road plug-in battery electric, extended range, or plug-in hybrid EVs approved by the US Department of Transportation for highway application and registered with the California Department of Motor Vehicles.

1.2.4 EVSE Conditions: Qualifying EVSE must be purchased new and unused. Resale units, rebuilt, rented, received from warranty insurance claims, won as a prize, or new parts installed in existing units do not qualify. Replacement units are not eligible for a rebate under the Program. The installation of each qualifying charger must be incremental to previously rebated chargers located at the LADWP customer's Premises. Each charger must represent a measurable increase in electric vehicle charging capacity at the premises. Installations that "rip and replace" EV chargers, reuse existing EV charging

capacity alongside the removal of EV chargers, or artificially create eligibility, including but not limited to deactivating chargers or temporarily disconnecting equipment are not eligible.

1.2.5 Electrical Service: Qualifying EVSE must be deployed at a premises taking electrical service from LADWP and must be served directly by a LADWP meter. LADWP customers who receive commercial electrical service or electrical service supplying a grouping of single-family accommodations, such as a Homeowners Associations may apply for the program. Chargers installed on an individually metered living unit to serve a single residential customer do not qualify under the Program but may qualify for LADWP's Residential EV Charger Rebate Program at www.ladwp.com/ev.

1.2.6 Access: Except for EVSE dedicated to charging medium- and heavy-duty EVs, all EVSE must be accessible to employees, customers, visitors, or tenants to charge EVs approved for highway application by the U.S. Department of Transportation and listed as a Battery-Electric, Plug-in Hybrid or Extended-range vehicle on www.driveclean.ca.gov. Qualifying EVSE shall not be used to charge golf carts, neighborhood carts, or electric scooters.

1.2.7 LADWP Approval: All customers must seek approval from LADWP before deploying EVSE to ensure that the LADWP electric infrastructure has sufficient capacity to serve the EVSE. Customers failing to obtain such approval before deploying EVSE are not eligible to receive any rebate under the Program.

1.2.8 Qualifying Dates: Eligible customers must commission qualifying EVSE on or after June 1, 2025. A project is deemed commissioned on the finaled date of the electrical permit issued by the Authority Having Jurisdiction, or on the meter start-service date for EVSE installed under a new LADWP service. For Level 2 charger projects seeking a rebate reservation, an engineering approval provided via an Adequate Facilities Letter must be dated no earlier than January 1, 2025.

1.2.9 Installation Requirements: The qualifying EVSE must be permanently installed by a licensed electrical contractor and must be hardwired at the LADWP electric service address provided in the Program application. Any installation that is considered by LADWP to be portable or temporarily installed to the premises wiring is not eligible. Customers may be required to demonstrate load management capabilities for all qualifying EVSE.

1.2.10 Load Management: Dynamic load management may be deployed across all EVSE types. Level 2 chargers may not provide less than 8 amps to fuel a single plug-in EV under the worst-case load management scenario. A DCFC tier is based on the output power

under the worst-case scenario for charging speeds where the least amount of power would be available for each individual vehicle.

1.2.11 Permits and Inspection: The installation of EVSE, or any other electric equipment (including without limitation panels and meter sockets) required or necessary for the proper and safe installation and operation of EVSE, must comply with all requirements (including without limitation all required permits and inspections) regarding local conditions, restrictions, codes, rules and regulations from state, county, and city governments (including Los Angeles Department of Building and Safety (LADBS) or Division of the State Architect) and from any other persons or organizations having authority, rights and/or privileges over such installation and operation (including, without limitation, property owners, and/or homeowner associations). All installed EVSE permitted by LADBS must have a "Permit Finaled" status before payment of rebates under the Program.

1.3 Program Application

1.3.1 Application Submission: The LADWP customer of record must submit a complete application along with all required documentation (as defined in the Program application) to LADWP online at LADWP.com. Faxed, scanned, mailed, or emailed applications will NOT be accepted. In demonstrable cases of hardship, technical difficulty, or similar circumstances, exceptions may be made on a case-by-case basis at LADWP's sole discretion. Applications granted an exception outside of the open enrollment period may be deemed received during the open enrollment period designated by LADWP for accepting applications to the Program.

1.3.2 Reservation: If applying before completing deployment of the qualifying EVSE, customers may request a rebate funding reservation (the "Reservation"). If such Reservation request is approved by LADWP, customers must submit the documents required in the Program application on a timely basis or will forfeit their Reservation. LADWP may cancel reservations for projects with a LADWP Work Request number that has been canceled or withdrawn from LADWP's Power New Business Engineering group. LADWP may grant extensions to those customers facing delays in submitting the required documents if LADWP determines in its sole discretion that customers are actively engaged in deploying qualifying EVSE.

1.3.3 Documents: Applications received by LADWP with missing documentation or that do not meet any other Program requirements will be considered ineligible for a rebate. LADWP is not responsible for documents lost or destroyed. Submitted rebate application and accompanying documents become the property of LADWP. LADWP may request additional documentation to verify that the business entity meets the requirements for

eligibility under the Program. LADWP may interpret documentation submitted by applicants at LADWP's sole discretion.

1.4 Other Terms and Conditions

1.4.1 Service Period: The EVSE must remain in service at the location specified on the rebate application for a minimum of five years from the date the rebate payment is issued by LADWP (the "Service Period").

1.4.2 Rebate Repayment: LADWP reserves the right to inspect and test the EVSE installation at any time with reasonable notice. Eligible customers agree to provide LADWP's representative reasonable access to the installation location during normal business hours for LADWP staff to park EVs to perform inspections and test EVSE. LADWP staff shall not be charged for parking EVs while inspecting or testing the EVSE. Eligible customers who fail to: (i) allow reasonable access to the EVSE for inspection and testing purposes by an authorized LADWP representative and EV, or (ii) maintain the rebated EVSE in service at the original deployment location for the Service Period, shall reimburse LADWP the rebate amounts received under the Program on a prorated basis (over the Service Period), or will otherwise forfeit any rebate payable under the Program.

1.4.3 No Warranty: LADWP makes no warranty and is not responsible for any representations, whether expressed or implied, including, but not limited to, the warranty of merchantability, fitness, performance, and longevity for any particular purpose, use, or application of the items or measures, manufacturers, dealers, contractors, or any other third parties, materials, workmanship, the quality, safety and/or installation of the items or measures, effects on pollutants or any other matter with respect to the Program. Moreover, LADWP shall not be responsible for the workmanship including quality of installation, or the installer's failure to comply with applicable safety standards as it relates to the installed equipment.

1.4.4 Data: LADWP may utilize, without compensation, data generated by the use of the EVSE to improve LADWP services, conduct studies, and for any other purposes in furtherance of LADWP's operations. Such data may also be provided to third parties for research and grant purposes and/or as required by law.

1.4.5 Terms and Conditions: Implementation and interpretation of the terms and conditions of this Program are at the sole discretion of LADWP, provided that if any of the foregoing terms and conditions are held invalid, illegal or unenforceable by a court of law having jurisdiction, such decision will not affect the validity, legality and enforceability of the remaining terms and conditions.

1.4.6 Non-Compliance: LADWP, without limiting any of its other remedies, reserves the right to exclude certain entities from participation in the Program, either directly or indirectly, as applicants, payees, equipment providers, contractors, or other entities whose involvement might otherwise delay, obstruct, or prevent the completion of a project. LADWP may do so under the following circumstances, but shall not be limited to those expressly listed below:

- Noncompliance with Applicable Laws: Entities found to be in violation of any applicable US federal, California state, and local laws, ordinances, rules, codes, standards, or regulations may be excluded from participation in the Program;
- Noncompliance with Program Requirements: Entities that fail to meet or adhere to the requirements, guidelines, or standards established by LADWP, or who engage in conduct that undermines the integrity or effectiveness of the Program, may be excluded from participation;
- Noncompliance with Separate Programs: Entities found to be noncompliant with requirements imposed under separate programs, whether mandated by law or implemented by other entities, or who have been debarred or suspended from contracting with federal, state, or local governments, may be excluded from participating in the Program at the sole discretion of LADWP;
- Unreasonable Delays or Conduct: Entities that cause unreasonable delays in project completion, exhibit conduct detrimental to the objectives of LADWP, or engage in activities compromising the efficiency or fairness of LADWP may be excluded from participation.

2.0 Deployment of Level 2 Chargers for Light-duty EVs

2.1 Rebate per Premises: Eligible customers may receive one Level 2 charger rebate per Premises per parking space available to employees, customers, visitors, or tenants. Tandem parking spaces assigned to a single living unit are considered a single parking space and may only receive one Level 2 charger rebate. Customers may receive up to 80 Level 2 charger rebates per Premises.

2.2 Technical Requirements: As installed, qualifying Level 2 chargers must have a nominal input voltage of 208 volts to 277 volts, must be capable of delivering electricity to a single plug-in EV at a minimum of 6.2 kW, and must comply with the Society of Automotive Engineers (SAE) International J1772 or J3400 standards, as last revised, including universal AC socket-outlet EVSE capable of charging EVs equipped with either connector through the

use of a carry-along cable assembly. NEMA 14-50 outlets are not eligible under the program.

3.0 Deployment of DCFCs for Light-duty EVs

3.1 Rebate per Premises: Eligible customers may receive rebates under the Program for up to twenty qualifying DCFCs per Premises. Up to two qualifying DCFCs may be located in a restricted access section of the Premises where the general public does not have access to the qualifying DCFCs 18 hours a day, seven days a week, excluding holidays. Any other qualifying DCFCs must be accessible to the general public 18 hours a day, seven days a week, excluding holidays. Access by the general public to the Premises where DCFCs are located may be free or require a parking fee.

3.2 Technical Requirements: As installed, qualifying DCFCs must be capable of delivering electricity to a single plug-in EV at a minimum of 50 kW. Qualifying DCFCs may support SAE Combined Charging System (CCS) or J3400 (NACS).

3.3 Networking Requirements: The DCFCs must maintain a network service agreement for the Service Period, as defined under Section 1.4.1. Networked is defined as a charger connected to a backend network operations center, which enables remote diagnostics, remote start, and usage data collection.

4.0 Deployment of AC and DC EVSE for Medium- and Heavy-duty EVs

4.1 Rebate per Premises: Eligible customers may receive up to $500,000 in rebates for qualifying EVSE supporting class 2b plug-in EVs, or up to $2,000,000 in rebates for qualifying EVSE supporting class 3 through class 8 medium- and heavy-duty plug-in EVs. The total rebate amount may not exceed $2,000,000 per Premises under the Program.

4.2.0 Technical Requirements: As installed, qualifying EVSE for medium- and heavy-duty EVs must be capable of delivering electricity to a single plug-in EV at a minimum of 6.2 kW for alternating current chargers and 50 kW for direct current chargers. EVSE not certified and listed by a NRTL must be field tested according to recognized national safety standards and must receive approval by the City of Los Angeles Building and Safety Electrical Testing Laboratory (LADBS-ETL) or any other testing agency recognized by LADBS-ETL for field testing.

4.3 Vehicle Requirements: Qualifying EVSE for on-road medium- and heavy-duty EVs must charge the following qualifying plug-in EVs, including battery electric, plug-in hybrid, and extended-range EVs: transit buses, school buses, and trucks (Class 2b to Class 8). Off-road EVs such as forklifts or warehouse carts do not qualify for a rebate under the Program. Qualifying medium- and heavy-duty EVs must be eligible for financial incentives (e.g., rebate or grant) by a government agency of the state of California at the time customers apply for rebates under the Program. A qualifying charger cannot substantially exceed the maximum charging capacity of the qualifying medium- or heavy-duty EV it charges. The lease or purchase of at least one qualifying medium- or heavy-duty EV is required for each qualifying charger rebate claimed under the Program.

5.0 Authorized Signatory – LADWP Customer

I acknowledge that I have read, understand, and agree to the Terms and Conditions of the LADWP Commercial Electric Vehicle Charger Rebate Program. By signing below, I confirm that I am authorized to sign on behalf of the LADWP customer and agree to comply with the Program Terms and Conditions.

Signature: _____

Print Name:

Title:

Executed On (date):