



Serving the San Mateo County Community

Peninsula Clean Energy Authority ("PCEA") Electric Vehicle (EV) Ready Program Fund Reservation Agreement

Applicant First Name	Jasmine
Applicant Last Name	Gao
Title	Capital Project Manager
Organization	San Mateo County
Email	jgao@smcgov.org
Phone Number	(650) 421-1765
Proposed Site Address	400 MIDDLEFIELD ROAD
City	REDWOOD CITY
Zip Code	94063
Service Agreement ID	1056584135
Project ID	PROJ-041120-838

EV Charging Infrastructure Project Description:

Project Type	New Construction Public Agency
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	Level 1 Ports	Level 2 Ports	Make Ready Ports	DCFC Ports
Submitted # Ports	0	124	0	0
Reserved Funds	\$.00	\$ 248000.00	\$.00	\$.00

Panel Upgrade	\$.00
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Total Reserved Funds

\$ 248000.00

Peninsula Clean Energy Authority ("PCEA") cannot guarantee rebate funds beyond what was reserved nor can rebate funds exceed 100% of the total project costs. Final projects with less ports than projected will only receive rebates for installed ports, up to the amount reserved.

By signing below, the site owner ("Site Owner") or, if the property is owned by a commercial or corporate entity, the representative of the ownership entity ("Owner Representative") agrees to the "EV Ready Program" ("Program") Terms & Conditions. If neither Site Owner nor Owner Representative executes the Agreement, the applicant ("Applicant") certifies that a Designated Applicant Assignment form was completed and submitted to PCEA to verify that the Site Owner or Owner Representative has designated the applicant ("Designated Applicant") authority to represent the Site Owner in the Program and execute all legal agreements as required by the Program.

The undersigned here is the: ☐ Site Owner or Owner Representative OR ☒ Designated Applicant

Applicant Signature

Date

Peninsula Clean Energy Representative Signature Title

Date

Peninsula Clean Energy EV Ready Program Terms and Conditions

1. **ELIGIBILITY:** Peninsula Clean Energy Authority ("PCEA") offers a rebate to eligible PCEA customers or their designees (Applicant) installing electric vehicle (EV) Charging Infrastructure through the "EV Ready Program" ("Program"). Applicants eligible to receive rebates under the Program must (1) abide by the terms and conditions listed herein; (2) have the EV charging port(s) metered through a PCEA account number; (3) comply with Program Standards and Requirements ("Program Requirements") in Appendix A; (4) provide PCEA with Required Installation Verification Documents as specified in the Program Requirements upon completion of the project.
2. **REBATE RESERVATION TERM AND AMOUNT:** The amounts of the rebates for which qualifying projects are eligible are outlined in Program Requirements. Rebate funds are reserved upon execution of this Agreement up to the maximum amount identified in the Program Requirements based on the "EV Charging Infrastructure Project Description" (hereinafter, the Project, see page 1 above). The funds are reserved according to the Fund Reservation Period timelines outlined in the Program Requirements and any modifications to the timelines are at the discretion of PCEA. Rebates will be paid to eligible Rebate Recipient once installation is verified as complete by PCEA. The final amount of the rebates will be the actual eligible costs of verified EV Charging Infrastructure installed or the maximum amount reserved, whichever is less.
3. **DISCRETION ON VERIFICATION:** Determinations regarding verification pursuant to paragraph (1) and paragraph (2) of these Terms and Conditions, shall be determined at PCEA's complete and exclusive discretion.
4. **REBATE RECIPIENT:** The Applicant may direct the rebate funds to any Rebate Recipient, who is a single vendor or service provider incurring costs for the Project up to the amount of documented costs incurred by that Rebate Recipient. The Rebate Recipient shall be identified in the Installation Verification Form submitted upon project completion to request disbursement of the rebate.
5. **NO GUARANTEES:** PCEA makes no guarantee, representations or warranties, expressed or implied, regarding the implementation or use of EV Charging Infrastructure and equipment purchased or installed pursuant to this PCEA Program. Customer is solely responsible for any liability, legal or otherwise, arising from the installation, operation, and maintenance of its selected EV Charging Infrastructure.
6. **EVSE PACKAGE:** Upon approval of the Funds Reservation Agreement by PCEA, for Level 2 EV Charging Ports, as defined in Appendix A, Program Requirements, the Customer shall select and procure EV Supply Equipment (EVSE), software, and network services as required and in compliance with the Equipment Requirements outlined in the Program Requirements. Customer shall install, operate and maintain the number and type of the EVSE unit(s) (defined in Program Requirements), associated equipment, and signage as selected by Customer and approved by PCEA. Customer acknowledges that:
 - a. For all Level 2 EV charging port(s) included in the project, the Customer agrees to purchase a) a minimum 2-year software and networking service agreement and b) a maintenance contract with the Electric Vehicle Servicer Provider (EVSP) or Original Equipment Manufacturer (OEM) providing the EVSE to the Customer.
7. **ADDITIONAL SERVICES FROM ELECTRIC VEHICLE SERVICE PROVIDER (EVSP):** Separate and apart from the Funds Reservation Agreement and PCEA's obligations under the Program, the EVSP may offer and contract directly with the Customer to provide any additional or complementary services, as long as these services do not interfere with the objectives of the Program. PCEA is not responsible for the costs of additional EVSP services or any cost related to operations

and maintenance of any additional EVSP services.

8. **INSTALLATION OF EV CHARGING INFRASTRUCTURE:** Customer is responsible for covering all upfront costs of the installation of the EV Charging Infrastructure. Upon completion of installation of the EV Charging Infrastructure, Site Owner understands it is responsible for the operation and maintenance of the EV charging port(s) installed.
9. **LABOR REQUIREMENTS:** All work performed on projects under this agreement shall be done by contractor companies that are IBEW signatory contractors and who hold a valid California C-10 license employing only California State Certified Electricians and California State Indentured Apprentices. PCEA reserves the right to amend and change labor requirements at any point during the program.
10. **EV DRIVERS RIGHT TO ACCESS:** Customer may limit the availability of the EV Charging Infrastructure to its employees or tenants. Under the Program, Customer may elect to make the EV Charging Infrastructure available for use by the general public. Customer shall not restrict access to use of the EV Charging Infrastructure for reasons including, but not limited to, race, color, religion, age, sex, national origin, ancestry, physical or mental disability, or any basis prohibited by applicable law.
11. **APPLICABLE LAWS:** Customer is solely responsible for ensuring that the EV Charging Infrastructure is installed and operated in compliance with all applicable local, state, and federal laws.
12. **EV CHARGING PORT(S) OPERATION AND MAINTENANCE:** Customer will pay all ongoing costs associated with the EV Charging Infrastructure. Customer shall maintain a consistent uptime for the EV Charging Port(s) installed. Customer shall maintain the common area immediately surrounding the EV Charging Infrastructure in good condition, ordinary wear and tear accepted, and will promptly notify PCEA of any problems it is aware of related to the EV Charging Infrastructure. Such maintenance by Customer of the immediately surrounding common areas shall include, but not be limited to, pavement maintenance. Customer shall promptly notify PCEA if Customer will no longer maintain the installed EV Charging Infrastructure and/or the installed EV Charging Infrastructure is being removed from Customer's site. Uninterrupted service is not guaranteed, and Pacific Gas & Electric (PG&E) may interrupt service and access to the EV Charging Infrastructure when necessary to ensure safety or to perform maintenance as dictated by utility easement agreements and requirements.
13. **PERMISSION TO USE DATA:** For all EV Charging Infrastructure installed that are capable of collecting and reporting usage and utilization data, Site Owner agrees to allow PCEA and its authorized Contractors to access, collect, use, and report EV Charging Infrastructure usage and utilization data gathered as a part of the Program for use in regulatory reporting, ordinary business use, industry forums, case studies, or other similar activities, in accordance with applicable laws and regulations. PCEA and its authorized Contractors shall have access to the EV Charging Infrastructure usage and utilization data indefinitely and in accordance with all applicable laws, including but not limited to PCEA privacy guidelines and relevant regulatory decisions.
14. **DEMAND RESPONSE and LOAD SHAPING PROGRAMS:** Customer agrees that PCEA may, at its discretion enroll all networked EV charging port(s) units installed under the Program in any future demand response, grid optimization, and/or load shaping programs implemented by PCEA. Future load shaping program will, by design, not incur any additional costs or expenses to Customer. The load shaping program will aim to curtail energy usage for each charging port during a predefined period established by PCEA. These curtailments will be designed to minimally impact EV drivers that are charging during these times whenever possible. Customers will be provided an appropriate mechanism to opt-out before the program is implemented.
15. **TAX LIABILITY and CREDITS:** PCEA is not responsible for any taxes which may be imposed on Customer as a result of the rebates provided within the Program. Site Owners receiving incentives from either the Program and/or other regional organizations, including, but not limited to, the Bay Area Air Quality Management District, that have been facilitated through assistance from PCEA are required to designate their Low Carbon Fuel Standard (LCFS) credits to PCEA. Upon delegation of LCFS credits to PCEA, Customers agree that they will not generate credits, will inform third-party entities that the LCFS credits generated by their installed EVSE are designated to PCEA, and will provide the EV charging port(s) usage data to PCEA for LCFS reporting pursuant to CARB sections 95483.2(b)(8), 95491 and 95491.1.
16. **DISPUTES:** Except where otherwise limited by law, PCEA reserves the right, at its sole discretion, to make final determinations regarding any disputed issues about the Program, including but not limited to eligibility and rebate

amounts. In the event of a dispute that cannot be remedied by the parties, any court filings and/or proceedings shall be venued in San Mateo County, California. PCEA shall in no case be responsible for the legal costs of Site Owner and/or Designated Applicant.

17. **PROGRAM CHANGES:** PCEA reserves the right to change, modify, or terminate the Program at any time without any liability except as expressly stated herein. PCEA will honor all written commitments made in the Funds Reservation Agreement provided to Customers prior to the date of any change, modification or termination of this program, provided that project installations are fully completed within the timeframe specified within the Program Requirements.
18. **PROGRAM EXPIRATION:** The Program will expire upon the earliest to occur: (i) December 31st, 2024, (ii) when funds are depleted, or (iii) when the program is terminated by PCEA.
19. **INDEMNIFICATION:** Applicant agrees to indemnify, defend, and hold PCEA, its employees, officers, and agents, harmless from any and all liabilities including, but not limited to, litigation costs and attorney's fees arising from any and all claims and losses to anyone who may be injured or damaged by reason of Customer's negligence, recklessness or willful misconduct while participating in the PCEA Program.
20. **ACKNOWLEDGEMENTS:** Customer shall acknowledge PCEA as a funding source of the installed EV Charging Infrastructure each time Customer's activities related to the EV Charging Infrastructure are published in any news media, press release, brochures, or other type of public communication or promotional material. The acknowledgement of PCEA's support as a funding source, whether in whole or in part, shall include language such as: "Funding for [Customer Site Name]'s charging station(s) provided by Peninsula Clean Energy." If Customer is receiving funding from multiple organizations, Customer may use one statement conforming to the format listed above and include all organizations from which funding is received. PCEA also reserves the right to install stickers, signage, or other advertisement mechanism on the EV charging port(s) funded or facilitated by PCEA.
21. **CUSTOMER DISCLOSURE AUTHORIZATION:** By signing the Funds Reservation Agreement, Applicant confirms they are the authorized representative for the electric account holder identified in the Funds Reservation Agreement and authorized PCEA to disclose Customer's account status and participation in the PCEA Program. If Applicant is not the authorized representative for the electric account holder identified in the Funds Reservation Agreement, the Applicant certifies that they have submitted a Third Party Designated Applicant Assignment Form to verify that the Site Owner has delegated authority to the Applicant to represent the Site Owner and execute the Funds Reservation Agreement.



Serving the San Mateo County Community

Peninsula Clean Energy Electric Vehicle (EV) Charger Incentives – Program Standards & Requirements

Executive Summary

Peninsula Clean Energy EV Charger Incentives is a 4-year, \$4 million charging infrastructure program designed to parallel the Peninsula-Silicon Valley Incentive Project, the state-funded California Electric Vehicle Incentive Project (CALeVIP). CALeVIP broadly addresses Level 2 (L2) and Direct Current Fast Charging (DCFC) infrastructure in San Mateo County whereas EV Charger Incentives will support EV charging projects and sites that are not covered in CALeVIP and are specific to needs in San Mateo County.

1. 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 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 3-5 miles of range per one hour of charging.
- f. Level 2 (L2) EVSE – Level 2 EVSE offer charging through a 208V or 240V AC circuit
- g. 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.
- h. Multi-Unit Dwelling (MUD) – Residential buildings with four or more residential units. Installations must be in open parking areas or garages; assigned parking spaces are eligible, so long as they are not located inside private garages with access to only a single residential tenant. Non-Peninsula Clean Energy incentive programs may deviate from the four unit minimum, such as BAAQMD, defining MUD as five or more residential units.
- i. 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.

2. Program Segments & Funding

a. Eligibility

Summary of Eligible Property and Project Types

Measure Type	Multi-Unit Dwellings	Non-Residential
L1 outlet	Eligible	Eligible
L2 EVSE	Eligible	Not Eligible
Main Panel Upgrade	Eligible	Not Eligible
Make Ready	Eligible	Eligible
EV Charging for Resiliency	Eligible	Eligible

To be eligible for program funding, *all* projects must comply with the following requirements:

1. Location: Property is located within San Mateo County.
2. Customer Type: EVSE or circuit will be electrically connected to a meter associated with a Peninsula Clean Energy customer account.
 - a. **EXCEPTION:** If the site is a MUD, then the stations may be installed on a non-Peninsula Clean Energy meter, provided the main or primary building meter is associated with a Peninsula Clean Energy account.
3. Labor Requirements: All work performed on projects under this agreement shall be done by contractor companies that are IBEW signatory contractors and who hold a valid California C-10 license employing only California State Certified Electricians and California State Indentured Apprentices. PCEA reserves the right to amend and change labor requirements at any point during the program.
4. Installation Requirements: Installations must comply with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations.
5. Funding Requirements: Funds are not retroactively available to projects where the equipment was already purchased.
6. 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, with the exception of installations in affordable housing.
7. Parking Type: Installations must be in open parking areas or garages; assigned parking spaces are eligible, so long as they are not located inside private garages with access to only a single residential tenant.

b. Affordable Housing Funds Reservation

The program will earmark \$1 million towards affordable housing projects supporting Level 1 and Level 2 charging, including the installation of stations at existing affordable housing and new construction. Funding will be protected for up to 2 program years after which the allocation of funds will be re-assessed and any unreserved funds may be reallocated to the program funding pool and be eligible to fund other projects. Peninsula Clean Energy will notify applicants with incomplete projects of pending fund re-allocation 90 days before the expiration date.

c. Combining Incentives

Installations may be eligible for additional funding programs such as CALeVIP and BAAQMD Charge! Program. When customers combine incentives from multiple sources, Peninsula Clean Energy EV Charger

Incentives may be reduced so total incentives do not exceed the applicable caps indicated in the incentive table below.

The site eligibility, as outlined in the eligibility section, applies to all program segments unless otherwise designated or outlined within the program segment descriptions below.

d. Low Carbon Fuel Standard Credits

All projects receiving funding from Peninsula Clean Energy will be required to designate Low Carbon Fuel Standard credits generated by the installed stations to Peninsula Clean Energy.

3. Installation Requirements

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

a. Level 1 (L1) Outlet (110/120V, 5A – 24A)

i. Hardware Requirements

1. Power Supply: 1.4 kW minimum
2. NEMA standard 110/120V receptacle
3. Ground Fault Circuit Interrupter (GFCI) receptacle
4. Hardware must meet indoor or outdoor NEC requirements per installation location

ii. Software Requirement

1. N/A

iii. Operational Requirements

1. Operating Period: Mandatory 3-year operation period

b. Level 2 (L2) EVSE (208/ 240V, 30A – 80A)

i. Hardware Requirements

ii. Charging Station Standards:

1. J-1772 standard commercial grade
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)

iii. 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 (if payment is required)

iv. Installation & Operational Requirements

1. EVSE Procurement:

- a. Vendors must have installed and 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

c. 'Make Ready' Retrofit Projects

EV Charger Incentives provides funding to create Make Ready Spaces by installing infrastructure for future EVSE installation.

Make Ready Spaces:

- i. Installs complete L2 EVSE circuits but does not install the EV charging port(s).
- ii. Installs up to 10 parking spaces with 40A circuits.

d. EV Charging for Resiliency

Peninsula Clean Energy aims to address EV charging resiliency concerns due to power shutoffs and natural disasters within San Mateo County. Up to \$100,000 is allocated to fund resiliency projects designed to support charging needs during grid events, shutdowns, or failures, and natural disasters. All projects applying for funding must comply with the following requirements:

- i. Must be publicly accessible 24/7
- ii. Must be accessible to the public to operate during grid shutdowns or failures, and other natural disasters
- iii. Must engage with emergency services organizations to coordinate site use during grid shutdowns or failures, and other natural disasters
- iv. Must demonstrate how station will operate during PSPS events
- v. Must comply with charging standards and requirements outlined in the above sections
 - 1. Projects including DCFC stations must comply the standards and requirements outlined in the Peninsula-Silicon Valley Project Guidelines, which can be found on www.calevip.org

Priority consideration for funding will be given to sites located in Tier 2 and Tier 3 fire zones as designated by the California Public Utilities Commission. Funding may be stacked with any program for which the project is eligible for and applicants must submit information outlining the additional funding supporting the project.

4. Incentive Amounts

Property Category	Property Type	Measure Type	Port Incentive	Applicable Cap ¹
Existing	Multi-Unit Dwelling	L1 outlet	\$2,000	No cap
		L2 EVSE port	\$5,500	Up to 75% of project cost, maximum \$44,000 per property
		Main Panel Upgrade ⁵	\$4,000	Up to \$4,000 per property
	Affordable Housing Multi-Unit Dwelling	L1 outlet	\$2,500	No cap
		L2 EVSE port	\$5,500	Up to 100% of project cost, maximum \$44,000 per property
		Main Panel Upgrade ⁵	\$4,000	Up to \$4,000 per property
	Workplace ²	L1 outlet	\$2,000	No cap
New	Market Rate Multi-Unit Dwelling (Above Code ⁴)	L1 outlet	\$1,000	No cap
		L2 EVSE port	\$2,000	Up to \$40,000 per property
	Affordable Housing Multi-Unit Dwelling	L1 outlet	\$1,500	No cap
		L2 EVSE port	\$2,500	Up to \$100,000 per property
	Public Agency	L1 outlet	\$1,000	No cap
		L2 EVSE port	\$2,000	Up to \$250,000 per property
New or Existing	Any	Resilient L2 or DCFC port	\$10,000	Up to \$50,000 per property

¹Maximum incentive award is up to 100% of project cost – maximum port incentive or applicable cost, whichever is less, unless otherwise stated

²Dedicated public or private fleets are not eligible

³Cannot be layered with L2 incentives from other programs to fund the same port

⁴Market rate above code incentive covers *voluntary and surplus* charging stations from those required to be installed by a regulation, local ordinance, building code, or other legal obligations.

⁵Must install 4 or more ports to be eligible for the main panel upgrade incentive

5. Eligible Project Costs

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. Peninsula Clean Energy 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
- Installation costs, including materials and labor
- Service, warranty and O&M agreements
- Electric infrastructure (including conduit, panels, wiring, etc.)
- Installation costs (labor and electrical materials)
- Project signage
- Required ADA upgrades due to charging project
- Load management, or 'power sharing' equipment
- Adder Hardware
 - '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 those data

6. Fund Reservation Period

All project applications approved for incentive rebate must be completed and required verification submitted within charging port installation timeline outlined below:

Property Category	Property Type	Unit Type	Funds Reservation Period
Existing	Multi-Unit Dwelling	L1 outlet	270 days
		L2 EVSE port	
	Affordable Housing Multi-Unit Dwelling	L1 outlet	365 days (12 months)
		L2 EVSE port	
	Workplace	L1 outlet	270 days
	Any	Make Ready circuit	270 days
New	Market Rate Multi-Unit Dwelling (<i>Above Code</i>)	L1 outlet	Reservation period: 2 years (up to 9 months prior to program termination) Required progress milestones to maintain the reservation: <ul style="list-style-type: none"> Design drawing showing scope of EV charging by 6 months, and Copy of approved building permit by 12 months <i>PCE retains the right to extend the milestone deadlines at its discretion, providing it is within the budget authorization period of 2 years</i>
		L2 EVSE port	
	Affordable Housing Multi-Unit Dwelling	L1 outlet	Reservation Period: 3 years (up to 9 months prior to program termination) Required progress milestones to maintain reservation: <ul style="list-style-type: none"> Submit confirmation of "Notice to Proceed" documentation <i>PCE retains the right to extend the milestone deadlines at its discretion, providing it is within the budget authorization period of 3 years</i>
		L2 EVSE port	
	Public Agency	L1 Outlet	365 days (12 months)
		L2 EVSE Port	365 days (12 months)
New or Existing	Any	Resilient L2 or DCFC port	365 days (12 months)

7. Required Installation Verification Documents

- Purchase invoice for equipment. 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
- Design invoice for engineering and design costs
- Copy of permits: local agency, and (if applicable) utility permits/service orders
- Pictures of the following:
 - At least 2 photos of installed and operational EV Charging ports, which also clearly displays cobranded Project-provided PCEA labeling
 - 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 network agreement (2 years for L2)
- Copy of an operation and maintenance contract or agreement with EVSE vendor
- Authority Having Jurisdiction on electrical inspections Inspection Card, including inspector sign-off
- PCE 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.



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**Peninsula Clean Energy Authority Electric Vehicle (EV) Ready Program
Designated Applicant Form**


Peninsula Clean Energy Authority ("PCEA") Electric Vehicle (EV) Ready Program ("Program") applicants that do not own the property ("Designated Applicant") where the proposed installation site is located, must provide authorization, to the satisfaction of PCEA, that the application and subsequent installation work is authorized by:

- a. the site owner ("Site Owner") or,
- b. if the property is owned by a commercial or corporate entity, the representative of the ownership entity ("Owner Representative"),

of the real property at the address listed below ("Property"). The Designated Applicant must download, complete, sign, and submit this form to PCEA via email at evready@peninsulacleanenergy.com **within five (5) days of project application submission.**

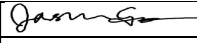
Site Owner. Please complete as follows:

The undersigned, Site Owner or Owner Representative, hereby represents and warrants to PCEA: (i) that they are the vested owner of Property and (ii) that Site Owner or Owner Representative has consented to the rebate applicant's submission of the Project Application and installation of Electric Vehicle Supply Equipment ("EVSE") at the Property. Site Owner or Owner Representative represents and warrants it has the requisite legal authority to enter into this Agreement, and to perform the obligations required by this Agreement. In addition, Site Owner or Owner Representative warrants and represents that the person signing this Agreement has the requisite authority to bind Site Owner or Owner Representative. Site Owner or Owner Representative acknowledges and agrees that PCEA is relying on Site Owner's foregoing certifications in reviewing and approving Applicant's application.

Signature of Site Owner or Owner Representative*	
<i>*If the site is owned by a Corporate Ownership Entity, please enter entity name here</i>	N/A
Printed Name (Site Owner or Owner Representative)	Justin Mates
Title	Deputy County Manager
Date	11/5/2020
Property Address	400 Middlefield Road, Redwood City, CA 94063

Designated Applicant. Please complete as follows.

Designated Applicant hereby represents and warrants to PCEA: (i) that the foregoing information is true and correct; and (ii) that the undersigned has been duly authorized by Site Owner or Owner Representative to submit a Project Application to PCEA and install EVSE at the Property. Designated Applicant acknowledges and agrees that PCEA is relying on the Designated Applicant's foregoing certifications in reviewing and approving of Designated Applicant's application.

Signature of Designated Applicant	
Designated Applicant Printed Name	JASMINE GAO
Title	CAPITAL PROJECT MANAGER
Email Address	JGAO@SMCGOV.ORG
Date	11/4/2020