

Sent: Friday, January 29, 2021

Subject: AB 841 Requirements placed on CARB Incentive Programs

Hello IPI Team.

I hope this email finds you well.

Assembly Bill (AB) 841; Stats. 2020, ch. 372, Section 4 added Section 740.20 to the Public Utilities Code. This law places requirements (summarized below) on CARB funded or authorized electric vehicle charging infrastructure and equipment.

As a result, agreements entered on or after January 1, 2021 must comply with AB 841 requirements. As a result of the AB 841 requirements, CARB will be updating the General Terms and Conditions for all grant agreements to reflect these new requirements. This information will be reflected in the next set of grant agreements for the following programs:

- Community Air Protection Incentives (CAP)
- Carl Moyer Memorial Air Quality Standards Attainment Program (CMP)
- Enhanced Fleet Modernization Program (EFMP)
- Clean Cars 4 All (CC4A)

AB 841 Summary

For any work performed after January 1, 2022, the following requirements apply:

- All Electric Vehicle (EV) infrastructure and equipment on the customer side of the electrical meter that is funded or authorized, in whole or in part by CARB must meet specified labor certification requirements (i.e. installed by contractors with the appropriate license classification as determined by the Contractors State License Board). Specifically, at least one electrician on each crew, at any given time, must hold an Electric Vehicle Infrastructure Training Program (EVITP) certification; and
- Projects funded or authorized, in whole or in part, by CARB that install a charging port supplying 25 kilowatts (kW) or more, must have at least 25 percent of the total electricians working on the crew for the project, at any given time, hold an Electric Vehicle Infrastructure Training Program (EVITP) certification; and
- One member of each crew may be both the contractor and an EVITP certified electrician.

The requirements stated in the above three bullets do not apply to any of the following:

- Electric vehicle charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.
- Electric vehicle charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).
- Single-family home residential electric vehicle chargers that can use an existing 208/240-volt outlet.

If you have any questions regarding the CAP and CMP programs, please email Adriana Smith at Adriana.Smith@arb.ca.gov. For questions on EFMP and CC4A, please email Anthony Poggi at Anthony.Poggi@arb.ca.gov.

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