

## *Charge Fast! Program*

### Frequently Asked Questions (FAQ)

This document provides answers to questions about the *Charge Fast!* Program (Program). For complete information about this Program, please visit the [Charge Fast! Program website](#), read the Program Guidance and other resource materials, and attend at least one of the free pre-application webinars offered by the Air District.

**1) *Will this presentation be posted online?***

**Answer:** The presentation slides can be found at the Air District's *Charge Fast!* Program Website at <http://www.baaqmd.gov/grant-funding/businesses-and-fleets/charge-fast>.

**2) *If a project was included in a Charge! application, and it's also eligible for Charge Fast!, can we include it in the Charge Fast! application without invalidating our Charge! application?***

**Answer:** Yes, you can apply to both, but we can fund the project under only one Program. We will compare the applications to each other and determine whether the project is better fit for *Charge!* or *Charge Fast!*

**3) *Can I apply for Level 2 only?***

**Answer:** Currently, this program is available to fund only DC fast charging station projects that are ready-to-go ("shovel-ready"). There may be another funding cycle for the [Charge! Program](#) that will offer grant funding for installation of electric vehicle charging stations, including Level 2.

**4) *What are some popular companies that sell charging stations?***

**Answer:** We do not endorse vendors. However, the Plug-in Electric Vehicle (PEV) Collaborative has a list of electric vehicle charging equipment and service providers. The link to the Resources section from the PEV Collaborative is here (<http://www.pevcollaborative.org/helpful-links>).

**5) *Can you please clarify the prohibited pre-application activities? Specifically, if an agreement has been executed for a site, it is not eligible for this funding? When should an agreement be executed?***

**Answer:** Prohibited pre-application activities include pre-ordering equipment, purchasing equipment, entering into contract to install chargers, and beginning construction of charging stations. Legally, TFCRA funds can be used to fund only projects that would not have otherwise commenced without this funding, and therefore would result in surplus emissions reductions. If the applicant has entered into an agreement to install chargers, then that agreement would need to state that work is contingent upon award of grant funds in order to be eligible. An agreement with a contractor should

be executed after a grant agreement between the Air District and the Project Sponsor has been executed. More information of prohibited pre-application activities can be found in the [Charge Fast! Program Guidance](#).

**6) *In urban areas of the Bay Area, there are already DC Fast Chargers (DCFC) less than 15 miles from ideal project locations. Projects that are more than 15 miles away from the nearest DCFCs will get priority, what is the likelihood of projects in urban areas getting funding?***

**Answer:** Since this is a competitive solicitation, we do not know the likelihood of the project being funded until we've received all applications. However, we encourage people to apply to the Program since the grant funding will be based on cost-effectiveness.

**7) *Can DC chargers be added to existing DC charging locations?***

**Answer:** The Program requires that proposed stations be at least 5 miles away from an existing publicly available DC fast charging station. Applicants with proposed projects that are within 5 miles can apply; however, they must demonstrate, to Air District's satisfaction, that the nearest existing location is not sufficient to meet the demand for charging.

**8) *Can you please clarify matching funding? What percentage is best?***

**Answer:** This grant provides funding up to 75% of total Eligible Costs. There is no best percentage as this is a competitive solicitation based on cost-effectiveness. In other words, requesting reduced funds on a per unit basis will improve your competitiveness and improve your chances of being selected.

**9) *Are these projects considered categorically / statutorily exempt from CEQA by the BAAQMD? How should we demonstrate our exemption in the application?***

**Answer:** The Air District does not make that determination. It is the local jurisdiction that determines whether the project is categorically or statutorily exempt. Note that the Air District has extended the deadline to receive documentation of a completed environmental review/notice exemption of the project. They can be emailed to [grants@baaqmd.gov](mailto:grants@baaqmd.gov) by the April 13<sup>th</sup> (4 PM) deadline.

**10) *How does one demonstrate the authority to implement the project?***

**Answer:** Either a signed resolution from a governing body (e.g. City Council) or a letter of commitment from the applicant's representative with authority (e.g., Chief Executive) is used to demonstrate the person applying has the authority to implement the project. A sample of the letter of commitment can be found on the [Program website](#).

**11) *Do we need to submit detailed budgets or just the overarching amount?***

**Answer:** A cost estimate from a licensed contractor and a line item break-up of the equipment costs will suffice (a copy of the license # of the contractor should be provided for proof of certification).

**12) What is the source of funding for this program? Is there a reason the timeline is so short?**

**Answer:** Funding for the Program is provided by the Air District's Transportation Fund for Clean Air Act (TFCA) and the California Energy Commission's (CEC) Alternative and Renewable Fuel and Vehicle Technology (ARFVT) Program. The timeline is short because there is an expenditure deadline for the ARFVT funds.

**13) We are considering partnering with a company receiving settlement funds. No settlement funds will be used for any of the sites submitted. Our company will be the prime applicant. Are there any issues or concerns regarding this possible arrangement?**

**Answer:** There are no issues or concerns with the arrangement, as long as the Project will result in surplus emission reductions that are beyond what is required by regulations, settlement, local ordinance, and other legally binding obligations.

**14) Did we understand correctly that the PV cannot be pre-existing but planned to qualify for the additional PV-related funds?**

**Answer:** Yes, in order to qualify for the solar or wind bonus, the solar or wind power generation must be new (not existing).

**15) Is there any incentive for adding battery storage?**

**Answer:** There are no bonuses to include battery storage at the charging stations. However, the cost of the battery storage hardware can be included into the total Eligible Costs; and therefore, is eligible for reimbursement or as match funding.

**16) The Fast Charge! Grant's Tentative Schedule shown has an April 13th deadline to receive Board Resolutions, however the "Evidence of Authority to Apply & Implement the Project" component is included as part of the electronic submittal package due by March 28th.**

**Answer:** Board Resolutions do not need to be submitted electronically by the March 28<sup>th</sup> deadline. They can be emailed to [grants@baaqmd.gov](mailto:grants@baaqmd.gov) by the April 13<sup>th</sup> (4 PM) deadline.