

BAAQMD Charge! Program Q&A as of 3/3/2020

The Air District conducted a program webinar on 12/17/2020 and 1/14/2021 to provide an overview of this solicitation and answer questions from interested parties. **Written questions will be accepted by email until February 24, 2021, and should be sent to climatetech@baaqmd.gov with the subject line "RE: Charge! Q&A".** Responses to all of the written questions received will be collected and posted on the Program website weekly, until the final posting on March 3, 2021 at: www.baaqmd.gov/charge.

Applications must be submitted online at www.baaqmd.gov/charge by **4:00 PM Pacific Standard Time on March 18, 2021**. Applications received after March 18, 2021 may be rejected and not scored.

Program website: www.baaqmd.gov/charge

	Question	Answer	Date Received	Notes
1	Please confirm that EV charging service providers cannot apply on behalf of site hosts.	EV charging service providers may apply on behalf of site hosts. However, applicants must own and operate the equipment and qualify for the minimum grant award (\$10,000 for governments and projects exclusively at multi-unit dwellings or \$1M for all other projects).	12/17/2020	email
2	What is the minimum funding request for L2 at MUDs?	A project exclusively at a multi-unit dwelling facility must qualify for a minimum of \$10,000 in grant funds. For example, to meet this minimum a project would need to install at least 4 single-port level 2 (high) chargers, or a combination of charger types to reach \$10,000 in grant awards. Please review the funding options table in the Program Guidance to determine the funding eligibility based on your proposal.	12/17/2020	email
3	What is the timeline for us to respond to and accept the Funding Agreement if our application is successful?	If a project is awarded, the Air District will forward a proposed funding agreement for review and execution. The project sponsor will have 30 days to review, sign, date and return the funding agreement to the Air District for counter-signature and execution. NOTE: A Funding Agreement must be executed prior to any work commencing on the project. Failure to adhere to this requirement may result in cancellation of your grant.	1/7/2021	email
4	Must all work, including planning and installation be performed by an outside entity to be reimbursed?	Yes. The Total Project Cost (TPC) is the sum of all invoices and eligible costs. Work performed by internal staff or divisions of a project sponsor's organization are not eligible costs.	12/17/2020	email
5	Can an application include multiple types of host sites, such as multi-unit dwellings, businesses, shopping centers, etc.?	Yes, an application may include multiple locations and facility types.	12/17/2020	email
6	Are shopping centers eligible for L2 funding? If so, is the minimum grant \$1 million?	Shopping centers are eligible for Level 2 funding. The minimum grant award is dependent on the project sponsor. If the project sponsor is a government entity, the minimum grant award is \$10,000. For all others, the minimum grant award is \$1M. NOTE: projects exclusively located at multi-unit dwellings also qualify for the reduced minimum grant award of \$10,000, however this is not applicable to this example.	12/17/2020	email
7	Can you provide a list of eligible costs covered by funding? Are EVSP fees ineligible?	A list of eligible costs is described in the Charge! Program Guidance. You may download the Charge! Program Guidance from the Program website at www.baaqmd.gov/charge . Operational costs, including annual subscription or network fees are NOT eligible costs. EV chargers should be accessible to the general public, except for chargers installed at Multi-unit Dwelling locations and to support fleet operations.	12/17/2020	email
8	Do chargers need to be available 24/7 or can site hosts restrict access?	EV chargers must be accessible to the general public during regular business hours.	12/17/2020	email
9	Do you have a list of eligible L2 EVSE?	The Air District does not maintain a list of eligible EV chargers. However, chargers must be certified by the underwriters laboratory (UL) or other equivalent safety certifications.	12/17/2020	email
10	Will you give multi-unit dwellings funding priority?	For a full list of charger requirements, please review the Charge! Program Guidance on the Program website, www.baaqmd.gov/charge . Projects located at multi-unit dwellings will be given additional consideration.	12/17/2020	email
11	What are the key components of a high-scoring proposal?	The scoring criteria is described in the Program Guidance, Table 6 - Application Evaluation Criteria and Scoring.	12/17/2020	email
12	Can a management company that oversees many multi-unit dwelling properties apply on behalf of many properties under one application for one award?	Yes. The management company may consolidate all their locations on one application. The management company must be the entity that will enter into the Funding Agreement, own and incur project expenses.	12/17/2020	email
13	Are multi-unit dwellings only funded by Mobile Source Incentive Fund (MSIF)?	Both Transportation Fund for Clean Air (TFCA) and Mobile Source Incentive Fund (MSIF) will support projects at multi-unit dwelling.	12/17/2020	email
14	What portion of a project funding request can be non-chargers (i.e. solar system, storage batteries)?	Battery storage is not an eligible cost. Projects incorporating new solar systems are eligible for the Solar Plus Up (from Transportation Fund for Clean Air funding), of \$1/watt installed, up to \$4,000 or eligible base funding, whichever is lower.	12/17/2020	email
15	Is San Jose an AB617 community, and would a shopping center in San Jose receive higher priority?	San Jose is a future AB617 community for consideration. Projects located in San Jose will receive priority and may be eligible for MSIF funding.	12/17/2020	email
16	What does the District mean by publicly accessible requirements? For example, if a multifamily property has a bank of 10 charging stations out by the tennis courts a) if we provide access control to only the tenants, is that publicly accessible? B) what if anyone can drive over there and use the station, including guests? c) if there is an electronic gate and only the tenants can gain access to the stations, but they are still shared by all the tenants?	For projects at multi-unit dwelling locations, EV chargers do not need to be publicly accessible. All scenarios presented in this question would be eligible for the Charge! program.	12/17/2020	email
17	How does the program handle a property that just wants to use a reserved parking business model to provide a dedicated parking space with access to a L1 outlet just used for charging (with either a NEMA 5-15 or a J1772 cord) for a fixed monthly fee.	This scenario would be eligible under the Charge! Program. However, the project sponsor will need to install a dedicated meter or identify a method to track the energy being delivered. Additionally, the "reserved parking" space equipped with the Level 1 outlet must be accessible to the community (ex. cannot be dedicated to 1 individual/user).	12/17/2020	email
18	How do I determine if a site will be funded by TFCA or MSIF?	TFCA and MSIF funding is determined by location. Projects located in AB617 communities and at Multi-Unit Dwelling facilities are eligible for MSIF funding. Otherwise, TFCA funding will be allocated.	12/17/2020	email
19	We would be building DC fast chargers on 5 sites we've identified in eligible AB 617 communities - this seems to fit under MSIF funding of \$25K max per DC Fast charger. In total, I believe this means we'd have \$125,000 in identified need from the Charge! program grant. Does the \$1,000,000 threshold mean we actually need to find a minimum of 40 stations to be eligible? (40 x \$25,000 = \$1M)	Projects exclusively located at multi-unit dwelling facilities are subject to the lower threshold of \$10,000 minimum grant award. Because MSIF funding is specific to AB617 communities AND multi-unit dwelling facilities, this proposed project would be subject to the minimum grant award of \$10,000.	12/19/2020	email
20	Can a charging service provider that does not own the properties be the applicant even if the property owners will own and operate the equipment?	A third party (applicant) may submit the application on behalf of the Project Sponsor, however the funding agreement will be executed between the Air District and the Project Sponsor, who must own and operate the equipment for the duration of the Project Life.	12/20/2020	email
21	In the webinar, I saw that DCFCs must be paired with new or existing L2 chargers, and in the guidance document, it states that each DCFC installed must be paired with a new or existing L2 charging station within 1 mile of the proposed project location. Can you confirm if I am interpreting this correctly? Say for example, we apply to install 6 DCFCs at one site, we would either need to: 1. select a project site that is located within a mile of 6 existing L2s, or 2. install 6 new L2s within a mile of our project site.	A DC Fast charger project/location must be paired with a new or existing Level 2 charger. For example, if your proposed project is to install 6 DC Fast chargers, this project must be paired with a new or existing Level 2 charger within 1 mile of the project location.	12/23/2020	email

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22	At the time of application for funding agreements with Site hosts (sometimes owners, sometimes leaseholders who have a right to install charging on the property), final agreements may not have been executed yet. Sometimes final execution of the agreement even depends on award of the funding. Would BAAQMD accept a letter of intent from the host or a confirmation that negotiations with the host have taken place?	Letters of intent from the host are acceptable. For site hosts that do not own their property, evidence that the site host has legal authority to install equipment must be documented and submitted (such as a lease agreement indicating such authority).	1/4/2021	email
23	To get external quotes requires engineering drawings, utility designs and permit packs to be completed. Permits would expire during the evaluation period of the grant. Would BAAQMD accept detailed cost break downs from an experienced engineer based on preliminary designs?	Organizations that employ internal professionals that are capable and routinely perform estimations may prepare estimates/quotes to be submitted for the Charge! Program. Such professionals include engineers or surveyors. These quotes must be signed and dated with the certifications of the estimator documented.	1/4/2021	email
24	is upgrading a L2 charger to DCFC qualified for the rebate?	Upgrades and replacements are not eligible projects. Charge! supports new installations of EV chargers only.	12/21/2020	email
25	Is the DCFC \$18,000 the max amount per station? So for the \$1 million dollar award, if we only did DCFC we would need at least 55 chargers.	DC Fast Chargers are eligible for up to \$25,000 in grant funding per station. For TFLA funding, the base amount of \$18,000. An additional \$7,000 in Plus Up funding is available for DC Fast Chargers that are located along a high volume expressway, freeway or highway and accessible 24/7. This equates to deploying a minimum of 56 DC Fast Chargers to meet the \$1M minimum grant award threshold. For MSIF funded projects, each DC Fast Charger is eligible for \$25,000 (40 chargers needed to meet the \$1M minimum grant award threshold).	12/21/2020	email
26	Are fleet projects allowed on a case-by-case basis?	EV Chargers that service a fleet of electric vehicles is eligible for the Charge! Program. If the EV chargers are only accessible to the fleet, you will be required to submit an inventory of the EV's that will utilize the chargers (make, model, year, quantity), and identify future EV procurement plans.	12/29/2020	email
27	Is stacking allowed with other programs?	Yes, you may co-fund your project with other incentive programs. It is the responsibility of the applicant to ensure all Charge! Program requirements and obligations are maintained, if the project is co-funded with another incentive program.	12/29/2020	email
28	Is there a maximum amount 1 applicant can apply for or 1 project can total?	No single applicant may receive more than \$3,000,000 in Charge! funding per fiscal year.	12/29/2020	email
29	Can you elaborate on the 2 reimbursement request limit including the reference to \$1M+ grant-qualifying projects?	For projects awarded between \$10,000 and \$100,000 Project Sponsors may request 2 reimbursements. The first reimbursement is for 85% of the grant award and can be requested after all the funded equipment has been installed and is operational. The remaining 15% of the grant award may be requested after the project has fulfilled the Project Life and met the usage requirement. For projects awarded over \$1,000,000 in grant funding, Project Sponsors will be able to request a total of 3 reimbursements. The 1st reimbursement may be requested after 6 months of the funding agreement execution date, for locations where the funded equipment has been installed and is operational. The 2nd reimbursement may be requested after all equipment has been installed and is operational. The sum of reimbursement #1 and #2 cannot exceed 85% of the grant award. The third reimbursement may be requested once the project has fulfilled the Project Life and met the usage requirement.	12/17/2020	Webinar
30	Can multiple multi-unit dwellings be aggregated to reach the \$10,000 minimum?	Yes, multiple multi-unit dwelling locations may be combined into a single application to meet the \$10,000 minimum grant award.	12/17/2020	Webinar
31	Do retrofits qualify if switching from L2 to DCFC?	See question/answer #24	12/17/2020	Webinar
32	Can you go through a partner or apply on your own for a smaller project?	For smaller projects awarded between \$10,000 to \$1,000,000 you may apply independently as a Project Sponsor, or you may partner with a vendor/EV network provider.	12/17/2020	Webinar
33	If the program is over-subscribed will the Board of Directors allocate more funding to the Program?	The budget for the Charge! Program (FYE 2021) is \$6 million. There are no plans at this time to allocate more funding to the Program for FYE 2021.	12/17/2020	Webinar
34	Does the grant include funding for charging components such as battery storage?	See question/answer #14	12/17/2020	Webinar
35	Can site hosts own and operate their chargers if another organization is the project sponsor?	The Project Sponsor must own and operate the funded equipment.	12/17/2020	Webinar
36	Is there flexibility in installation time? Can the chargers be installed over 2 years after execution of contract?	The expectation is all equipment must be installed and operational within 1 year of contract execution. The Air District will accept extensions to the implementation period on a case-by-case basis.	12/17/2020	Webinar
37	Is this program available in all areas of all the bay area counties?	All Charge! Program projects must be implemented within the Air District's jurisdiction, which includes the nine-counties of the Bay Area. You may visit the Interactive Maps page of the Air District's website to search addresses within the Air District's jurisdiction: https://www.baaqmd.gov/about-air-quality/interactive-data-maps	12/17/2020	Webinar
38	To qualify for MSIF funding, does a multi-unit dwelling facility also need to be within an AB617 community?	Yes, MSIF funding is reserved for projects that are located at multi-unit dwellings and in AB617 communities.	12/17/2020	Webinar
39	Is there any penalty if the real usage in 3 years do not meet the requirement?	Projects with a minimum usage requirement must meet this metric within the Project Life (3 years). If a project is unable to meet the usage requirement, the Project Sponsor may request a 1 year extension to their Project Life (4 years total). If a Project Sponsor is unable to meet the usage requirement after 4 years, or does not wish to extend the Project Life to 4 years, the eligible grant award will be recalculated based on a proportionate amount of the usage requirement attained. For example, if a project only meets 50% of the usage requirement, the Project Sponsor would be eligible for 50% of the grant award. In some instances, the Project Sponsor will be required to pay the Air District any funds owed.	12/17/2020	Webinar
40	Can any UL listed charger be deployed or is there a list of approved equipment?	Any charger that meets the underwriters laboratory (UL) certification is eligible for the Charge! Program. The Air District does not maintain a list of eligible equipment but applicants will be required to submit equipment specification sheets as part of their application materials.	12/17/2020	Webinar
41	For a multi-unit dwelling who may not have the expertise to measure EV usage from installed stations or figure out the costs and specifications of installation, can we partner with an EV charging vendor to co-sponsor an application?	Yes.	12/17/2020	Webinar
42	What happens if a multi-unit dwelling charger usage doesn't meet the minimums. Is there a 100% rebate claw back?	See question/answer #39	12/17/2020	Webinar
43	Is design an eligible project cost? If we do design and installation internally, can we show hours billed to make it an eligible project cost?	Design is an eligible project cost, however all work completed internally within the Project Sponsor's organization is not an eligible project cost. Design work completed by an external organization would qualify as an eligible project cost.	12/17/2020	Webinar
44	Can the site host be a project sponsor? Can you further clarify the match making possibilities?	The site host can be the Project Sponsor. However, a site host may wish to have a third party own, install & maintain the equipment. In this scenario, the third party would be the Project Sponsor and apply directly to the Charge! Program. As part of the effort to match make, the Air District will publish a list of organizations/partners that are interested in applying to the Charge! Program. Organizations that do not intend to own, operate or maintain EV chargers may contact these partners to discuss potential partnerships and aggregate their sites into a larger proposal.	12/17/2020	Webinar
45	Will solar chargers that do not require any installation be eligible for this grant?	Yes, solar chargers that are not tied to the grid are eligible. However, specification sheets must be submitted as part of the application materials to ensure the chargers are able to deliver the required power and meet the usage requirements.	12/17/2020	Webinar
46	If base funding amount is \$1m for all other projects, does that mean you might just take 6 total projects or is there a carve out for multifamily?	Additionally, all mobile chargers must remain at the project location unless previously approved by the Air District for relocation. There is no carve out for multi-family projects except for MSIF funding to support projects at multi-unit dwelling locations and AB617 communities. The budget for MSIF is \$1M, and the remaining budget of \$5M is covered by TFLA.	12/17/2020	Webinar

	Question	Answer	Date Received	Notes
47	Multi unit community access - confirm charger doesn't have to be open to the general public, just open to all residents at the multifamily building, right?	See question/answer #16.	12/17/2020	Webinar
48	How does an applicant document community support for the project? Will letters of support meet the requirement? Can you give an example of who would write the letters of support?	Letters of support from any community based organizations, government entities, businesses and other partners would meet this section.	12/17/2020	Webinar
49	Can schools (K-12) be awarded this rebate/incentive? Sometimes they are locked premises.	Yes, schools and school districts are eligible to apply.	12/17/2020	Webinar
50	When will the application submittal go live? And do you expect that we need to be ready on the day of opening to secure funds?	The application submittal link went live on December 28, 2020. Because this is a competitive solicitation, applications only need to be completed and submitted by 4PM (PST) on March 18, 2021 to be considered.	12/17/2020	Webinar
51	Would the website accept applications where a mix of charging equipment is used in one location?	Yes, you may add multiple charging equipment types at one location.	12/17/2020	Webinar
52	We have a potential demonstration site in a set aside community that would be a fully public site, but could serve the adjacent multifamily sites. What steps would we need to take to understand if we could call this a multifamily project with a lower expenditure minimum vs a standard site with a \$1m expenditure minimum? This project is somewhat unique, so if there is a way to have a conversation about it that might be easier	Please indicate in your application the site is a multi-unit dwelling location, and provide supporting documents.	12/17/2020	Webinar
53	We are a transit agency and wish to install chargers for our non revenue fleet. Is this project eligible? Will the chargers have to be public accessible?	Chargers to support a fleet do not need to be publicly accessible. However, please submit an inventory of fleet vehicles that will utilize the chargers and plans for future EV procurement.	12/17/2020	Webinar
54	Is there any legislation being authored or in the pipeline that will require businesses (grocers) in the bay area (specifically Sonoma county) that will require EV stations any time soon or even in the near or distant future?	This is not within the scope of the Charge! Program.	12/17/2020	Webinar
55	Also, I live in an apartment unit run by a property management company in Sonoma county. What is the BAAQMD doing to do outreach about this opportunity to multifamily and property management companies in Sonoma County? I doubt they have even heard of the charge grant.	The Air District promotes the Charge! Program through email list serves, social media and presentations at stakeholder events. If you'd like to request additional outreach, please email climatetech@baaqmd.gov with the subject line: Charge! Outreach	12/17/2020	Webinar
56	With there being different funding streams (TFCa and MSIF), and those different funding streams providing different base incentive amounts and having different usage requirements, how do you recommend we reflect this in our application? Should we specify which funding stream we would like to apply for?	Applicants do not need to identify funding sources or usage requirements in their applications. The Air District will allocate funding and usage requirements based on the project ranking, available funding and geographic distribution of all projects.	12/17/2020	Webinar
57	Do TFCa funded projects have usage requirements even if they are at MUDs and in AB 617 communities?	Yes, all TFCa funding have usage requirements.	12/17/2020	Webinar
58	Does the project sponsor need to have an agreement in place with a specific EVSE vendor at the time of application submittal?	The Project Sponsor should not enter into any agreements with specific EVSE vendors or contractors prior to an executed funding agreement with the Air District. Doing so violates the surplus clause of the Program and would render your project ineligible.	12/17/2020	Webinar
59	Does BAAQMD have a specific definition for what qualifies as a MUD?	5 or more units.	12/17/2020	Webinar
60	Do Project Sponsors need to own the equipment or can an agreement be established with the site host for them to own and maintain the equipment throughout the 3-4 year reporting period that the Sponsor would be responsible for?	Project Sponsors must own the equipment.	12/17/2020	Webinar
61	Can you explain a little bit more of the match-making. It sounds like you were saying it will be match making between site hosts, is this correct? If so how does that work in terms of contracts if both entities own the properties that are grouped?	See question/answer #44.	12/17/2020	Webinar
62	Is it first come, first served? and is it possible for funding to run out before the March deadline?	The FYE 2021 Charge! Program is a competitive solicitation. Funding will be allocated when the solicitation closes at 4PM PST on March 18, 2021.	12/17/2020	Webinar
63	are gas stations eligible?	Yes.	12/17/2020	Webinar
64	can applicants bring their own site hosts, or are we not allowed to?	Applicants can bring their own site hosts. However, the Project Sponsor must own and operate the charging stations.	12/17/2020	Webinar
65	If projects must qualify for \$1M+ funding, does this all to be for 1 site? or can it be spread across multiple sites?	The \$1M minimum grant award can be spread across multiple facility/locations.	12/17/2020	Webinar
66	What is the total budget for this entire program and the breakdown for TFCa and MSIF funding?	Total budget is \$6 million. MSIF budget is \$1 million and TFCa budget is \$5 million.	12/17/2020	Webinar
67	What is the timeline for initial 85% reimbursement after installation is complete	See question/answer #29.	12/17/2020	Webinar
68	will an attendee list be made available for this event we would be very interested to speak and partner with some other members on this call.	No, webinar attendees will not be shared.	12/17/2020	Webinar
69	I may have missed this, but is the matching funds 25%?	Project sponsors must pay 100% of up-front costs (prior to reimbursement), all costs in excess of the grant amount, and provide at least 10% of eligible project costs in matching funds after all applicable manufacturer and local/state/federal rebates and discounts are applied.	1/14/2021	Webinar
70	Please clarify, you mentioned about the possibility of returning funds to Air District? This was during slide 20 usage requirement.	See question #39.	1/14/2021	Webinar
71	We have a site with existing EV chargers. But to add more EV chargers, we would need to meet the state EV ADA requirements. If we converted the existing chargers to EV ADA, and then added more EV chargers, could we apply to cover BOTH the ADA costs and the new EV charger installation costs?	No. Charge! funding can only support new projects. Any costs associated with the existing chargers are not eligible and will not be considered an eligible project cost.	1/14/2021	Webinar
72	Does the program count ADA improvement as eligible costs since the building code requires ADA EV charging stations (e.g. restriping, leveling ground, ramps)	Yes, ADA improvements associated with a new charger installation is an eligible project cost.	1/14/2021	Webinar
73	Who retains associated LCFs credits?	The Air District does not retain Low Carbon Fuel Standard credits.	1/14/2021	Webinar
74	How can a non-profit organization prepare an application on behalf of a property owner/site host?	The Project Sponsor/Applicant needs to be the owner/operator of the chargers. So if you apply on behalf of a business or HOA, you'll need to make sure they've given you authorization to do that. We will work directly with the Project Sponsor/Applicant, not the site hosts (unless the site host is the Project Sponsor/Applicant).	1/14/2021	Webinar
75	Are all MUDs exempt from user requirements, or just those in specific communities? How does a MUD property owner project usage among tenants if no one owns an EV yet?	Only those MUDs in AB617 communities will not have usage requirements. We recommend that MUDs conduct outreach to residents to ensure usage requirements are met.	1/14/2021	Webinar
76	Is there an exemption from the sharing requirement for L1 installed in Multi-Family Units? How can L1 be shared?	See question #17.	1/14/2021	Webinar
77	We currently lease our facility, would the site where the install would occur need to be owned by the business or just worked out with the landlord?	If the Project Sponsor leases the property, they will need to obtain authorization from the property owner to install and operate the EV Chargers for the duration of the Project Life. The Air District will accept a letter from the verified property owner describing the authorization to do so.	1/14/2021	Webinar
78	We are in San Francisco and we have an EV Ordinance that will go into effect on January 1, 2023. Does this disqualify us from the funding? Or are we eligible before 2023?	Projects are eligible for funding if they are not subject to current rules, regulations or other obligations. The Air District will review all rules, regulations and obligations at the time of application review to determine whether projects are eligible.	1/14/2021	Webinar
79	In a multiple dwelling site where the garage is open to the public but not owned by the hoa, can the garage owner apply directly? hoa is a customer of the garage	See question #75.	1/14/2021	Webinar
80	What is the award amount available per charging station?	Amount varies, please see program guidance.	1/14/2021	Webinar
81	Can CHARGE! grant funds be paired with CALEVIP funds?	Yes.	1/14/2021	Webinar
83	What is our timeline for completing the project? If the contract is executed in Summer 2021, how long do we have to start and complete the project?	You must operate and maintain each funded charging station for a minimum period of three years, and ensure that the project achieves the Charge! Program's Facility, Charging Station, and Usage Requirements. If a Project Sponsor does not fulfill the usage or operational requirements at the end of 3-year operation period, the Project Sponsor may seek to amend the Funding Agreement to extend the operation period, or the Air District will proportionally reduce the amount of TFCa Funds Awarded.	1/14/2021	Webinar
84	Can this program fund chargers for public school bus fleets, or for MDHD truck fleets?	We are primarily looking for light-duty charging but if other equipment can also be charged there it would be ok.	1/14/2021	Webinar
85	Within what timeframe do awarded funds need to be spent?	See question #83.	1/14/2021	Webinar
86	Someone very quickly referred to a \$1 mil minimum (except for residential). Please clarify for my small commercial property.	See question #1.	1/14/2021	Webinar
87	How long does it typically take for BAAQMD to approve a submitted application?	Staff expects projects to be awarded at or before June 2021.	1/14/2021	Webinar

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88	So the \$1m min applies to commercial/industrial/office applications?	Yes.	1/14/2021	Webinar
89	since California's K-12 schools are run by independent government special districts, called local education agencies in government parlance and school districts by the rest of us, they would be government then right?	Correct.	1/14/2021	Webinar
90	How realistic is your estimate that contracts will be executed by summer? This is important for new developments looking to participate when considering the 1 year timeline once everything is signed,	The Air District aims to award and execute agreements by Summer, 2021. However, unforeseen circumstances may delay this process as all projects must be brought to the Air District's Board of Directors for consideration and approval prior to contracting. The Air District's Board of Directors meeting schedule may change, which can impact the timeline.	1/14/2021	Webinar
91	is K-12 bond funded project considered Government?	Yes.	1/14/2021	Webinar
92	How do you quantify equitable distribution of these funds? How can you ensure these funds aren't disproportionately benefiting higher-income white communities vs. lower-income black & brown communities who potentially benefit more from improved AQ?	The Air District prioritizes equity in deploying Program funds. For the FYE 2021 Charge! Program, a new funding source, Mobile Source Incentive Fund (MSIF) has been introduced to encourage projects at multi-unit dwellings. Additionally, the FYE 2021 Charge! Program will be scored and ranked in such a way to encourage projects in disadvantaged communities or in regions where there is a lower penetration of EV chargers.	1/14/2021	Webinar
93	If potential applicants weren't able to make this meeting, can they watch the recording to meet the pre-application requirement? If not, will more workshops be held?	No recording will be made available, check the website for additional webinars.	1/14/2021	Webinar
94	Please clarify -- I believe that there were references to both that MU Dwelling charging stations must be accessible to the general public and that they don't have to be?	Multi-unit dwellings are excluded from the public accessibility requirement, but those not in AB617 communities must meet usage requirements.	1/14/2021	Webinar
95	For cost planning purposes, can you provide historical numbers for reimbursed costs. That is, what percent of the maximum, on average, has been reimbursed? If you can't share this stat, then can you categorize, e.g. less than 50% or greater than 50%?	Each project's cost vary considerably, depending on the site and size of the project. Please contact installers/vendors for quotes.	1/14/2021	Webinar
96	Is the usage requirement evaluated at the station-level, or the project-level? For example, suppose a project with four L2-high chargers meets 90,000 kWh min usage requirement... but one individual charger didn't meet 22,500 kWh, due to unbalanced use.	Usage is evaluated in aggregate on a project basis by summing the kWh delivered by each funding charging station during the whole operation period.	1/14/2021	Webinar
97	what does Max Base Funding per station mean? The amount of funds we bring to the project? Or what we can apply for?	That you can apply for, beyond the base funding you may qualify for additional plus-up funding.	1/14/2021	Webinar
98	please provide a link to the website. Thanks	www.baaqmd.gov/charge	1/14/2021	Webinar
99	I am with Ample, we are deploying a battery swap system to services MUDs, TNCs and fleets starting in January. What might be some opportunities to integrate our system into the framework of this program?	You have not provided enough information for us to answer this question. Feel free to reach out to one of the large project sponsors to see if your service aligns with their projects.	1/14/2021	Webinar
100	If there are chargers already at a location but the grant application is submitted for additional stations, not replacement, will that be allowed?	Yes, expansion (new) of EV chargers is eligible for the Charge! Program.	1/14/2021	Webinar
101	Does this program require connecting directly to PGE transformer or can it use bukdng power and rates?	There is no requirement to link directly to a PG&E transformer. However, your site's electrical capacity will need to be evaluated to determine the correct method. Installations are to be completed in accordance with all rules, regulations and ordinances, including building department codes. Your project will also need a mechanism to measure the energy delivered to the chargers so you can report the usage requirement. This can be achieved by installing a submeter, or installing networked chargers that can monitor energy use.	1/14/2021	Webinar
102	If the proposed install requests funding to upgrade from level 1 to level 2 chargers does this qualify for funding?	No, this is not an eligible project.	1/14/2021	Webinar
103	Can multi-unit dwelling installs be in TFCA or MSIF?	Multi-unit dwelling can be both depending on the location of the property.	1/14/2021	Webinar
104	How about the rate per Kwh. Can that be set at any price?	Project Sponsors may charge reasonable usage fees to help defray their on-going costs associated with use of electricity, and operations & maintenance.	1/14/2021	Webinar
105	Can portable stations be funded?	Charging stations should be installed at a stationary location, and connected to the electric grid. Mobile charging stations will be considered on a case-by-case basis. The charger must meet the charger requirements set forth in the Program Guidance.	1/14/2021	Webinar
106	If solar is used to power the stations but it is already installed are there any incentives for using solar to feed the station?	The Charge! Program provides the Solar Plus Up. Only new solar projects are eligible.	1/14/2021	Webinar
107	Are fleet projects required to be publicly accessible?	Fleet applications that are not publicly accessible but accessible to the entire fleet will be evaluated on a case-by-case basis. The ability to meet usage requirements should be detailed in the application, as this will be weighed heavily during review.	1/14/2021	Webinar
108	Will project awards be all or nothing, or will you work with applicant to remove lower performing facilities from the portfolio?	The Air District aims to fulfill all eligible funding requests. However, in some instances a need to rebalance funds and locations may occur. The Air District will coordinate any potential changes prior to contract execution.	1/14/2021	Webinar
109	Regarding maximum per site: Are there any specific limits that would be set, per site? Example, could we propose a single MUD build of 10 chargers (AB 617 example: rebated, \$8,000 each charger, for 10 chargers, so \$80,000. (of this, we get 90% of the \$80,000)?	There are no max charger requirements per site, but no applicant may receive more than \$3,000,000 in Charge! funding from this solicitation.	1/21/2021	email
110	Regarding Chargers: Would the rebate be set per EVSE, or per port? In other words, would a dual port charger constitute 1 or 2 stations?	A dual port charger would constitute 1 charger. Base funding is allocated per charger, and there is Plus Up funding available for additional ports.	1/21/2021	email
111	I have reviewed your program guidance but I would like to double check with you if SFO would be one of your eligible locations. Could you please do let me know about this?	Yes, SFO and parking sites are eligible.	1/21/2021	email
112	So we wanted to know if we can go to these clients and "partner" with them to submit a grant application. If so, how do we do this?	The Project Sponsor/Applicant needs to be the owner/operator of the chargers. So if you apply on behalf of your clients, you'll need to make sure they've given you authorization to do that. We will work directly with the Project Sponsor/Applicant, not the site hosts (unless the site host is the Project Sponsor/Applicant).	1/21/2021	email
113	For the 10% match, would BAAQMD consider in-kind labor as a fulfillment for all or part of the match contribution? This would be our internal soft costs, which are not covered as a project cost but are a very real cost for us to implement!	No, internal soft costs are NOT eligible to be part of the 10% match. We will look at each invoice and sum up Total Project Costs. We will not be able to pay more than 90% of the Total Project Cost. Since internal costs are not eligible in Total Project Cost, we would not consider it as a 'match'.	1/21/2021	email
114	During the webinar and on pg. 8 of the Program Guidance it states a requirement for the EVSE to be stationary & grid connected: Charging stations should be installed at a stationary location, and connected to the electric grid. If our EVSE meets the utilization minimum kWh requirement over the 3 yr. period, and is grid tied, but only exports power back to the grid - will that be eligible for this funding program?	As long as the EVSE is stationary, grid tied, AND meets the usage requirement (meaning it delivers the energy to a VEHICLE, not to the grid), it would be eligible. If it's EVSE that delivers ONLY to the grid, it would not be eligible.	1/21/2021	email
115	Would our public parking garage operated as a valet- self parking garage used by both residents above the garage qualifies for grants to install EV charging stations for residents and public use?	Garage applicants should be open to the public. You can apply as a multi-unit dwelling facility to avoid public accessibility, but it would be difficult to meet the usage requirements. Also, you cannot dedicate EVSE to specific parking spots/residents use. Multi-unit dwellings can apply for the \$10K minimum grant amount. Multi-unit dwellings in AB617 areas have more flexible usage requirements.	1/21/2021	email
116	Would one Level 2 charger at an MUD qualify (we have no current EV drivers)?	No, 1 single port Level 2 charger would only qualify for \$7,000 at a multi-unit dwelling, which is below the minimum grant amount. If you increase scope, you would be eligible if the project qualifies and is awarded over \$10K in grant funding. You will likely need at least 3 vehicles to support 1 single-port level 2 (high) to meet the usage requirement. Multi-unit dwellings in AB617 areas have more flexible usage requirements.	1/21/2021	email
117	I have a proposed charger project at a multi-unit dwelling. A total of 4 level 2 (high power) stations would be installed for approximately \$35,000 in costs. What is the eligible funding this project would receive?	It is difficult to give a dollar amount because the funding options are different for dual or single port. If it is single port, you would qualify for \$28,000. If it is dual, you would be eligible for \$32,000 or up to 90% of eligible total project costs, whatever is lower.	1/21/2021	email
118	Would public school districts qualify for the \$10,000 minimum, as opposed to \$1 million?	Yes, public schools qualify for the government \$10,000 minimum.	1/22/2021	email

	Question	Answer	Date Received	Notes
119	Can a business apply on behalf of an HOA for the \$10,000 minimum? Would the HOA need to own the equipment? If a business aggregated several projects together from HOAs, would that qualify for the MUD funding and would the business need to own the EVSE?	If the HOA applies directly, they would be eligible. Also if the HOA owns the equipment, they must apply (a requirement that the project sponsor own the equipment). The business (aggregator) could help with the application submittal, but the HOA would be the Project Sponsor. If the business (aggregator) finds more projects, they could aggregate all the projects together to request over \$1 million, however the business would need to OWN the equipment.	1/21/2021	email
120	For an MUD with total eligible project costs greater than \$10k, then it is indeed eligible for funding?	The qualification is to be eligible and awarded for over \$10,000 in grant funds.	1/21/2021	email
121	If the Grantee pays a cost share of \$7k (on a \$35k project), then that's 20% of eligible costs, and again that qualifies us to receive \$28k in funding. Is this correct?	We can pay a MAXIMUM of 90% of Total Project Cost, but actual funding is tied to charger configurations installed. For example, 4 dual port at a MUD qualifies for \$32,000. That's how much Charge! will cover if Total Project Costs are \$35,555 or higher. BUT if Total Project Costs are lower than \$35,555 then we will reduce the award until its 90% of Total Project Costs.	1/21/2021	email
122	Interested in applying for two double charging stations. One for admin office and the other for a public RV lot. Would this qualify?	Assuming you meet the minimum dollar amount, public accessibility, and other program requirements, your properties would qualify.	1/27/2021	email
123	The program guide states "Each DC Fast charging station installed must be paired with either a new or existing Level 2 charging station within 1 mile of the proposed project location." Can you clarify what is meant by "paired" in this sentence? Does this mean same network? Same hardware? Any insight would be helpful as FreeWire does not manufacture L2 charging stations.	New DC Fast charger projects must be paired with a new or existing Level 2 charging station within 1 mile of the proposed project location. In this instance, "paired" does not refer to the same network or hardware and any new Level 2 charger may be procured from any vendor/equipment manufacturer so long as it meets the minimum Charger Requirement set forth in the Program Guidance.	1/27/2021	email
124	I'm a little confused re the minimum qualifying grant. It's \$1,000,000, that's an amount that an interested partner uses across several different projects? If so, do you apply for all of them at once or separately throughout the year?	All applicants that are not multifamily or government agencies must submit applications for a minimum of \$1M, which can be one large project or several smaller projects.	1/29/2021	email
125	Lastly, MUD, not workplace qualifies for the \$10,000 minimum. 1) The MUD must still have publicly accessible chargers? 2) Workplace does not qualify? 3) Any exceptions if the workplace is a non-profit?	See answers #8 and #26	1/29/2021	email
126	Will the BAAQMD Charge! Program support funding for charging infrastructure for electric school buses? If so, will there be any eligibility variations to note for the application?	Charge! funds chargers primarily used for light-duty electric vehicles. See #84 for additional clarification.	1/29/2021	email
127	I wanted to know if there is any provisions in the "Charge Program" for employee transportation services – we are working with several fleet contractors that are going all electric to service Bay Area businesses. Because of security concerns, their proposed charging facilities will not be public accessible. But because they are providing employee transportation to and from work during work hours, is there any provision that can help buy down the cost of EVSE charging?	Assuming the charger would serve a fleet of EVs, see answer #26	1/29/2021	email
128	We have to garages that are available to building tenants and registered visitors, but not available to the general public. Does this disqualify these properties from applying for funding?	Yes, all properties must be publicly accessible (except for multifamily properties).	1/28/2021	email
129	If our application is accepted, would we sign your contract or can we have you sign our template?	All awarded projects must sign the Air District's Charge! program contract.	1/28/2021	email
130	Does the eligible costs also cover the infrastructure installation? Or just the charging station installation?	A list of eligible costs is described on page 11 of the Charge! Program Guidance. You may download the Charge! Program Guidance from the Program website at www.baaqmd.gov/charge .	2/2/2021	email
131	For Multi-Unit Dwelling and AB617 communities, is there guidance or a minimum threshold for utilization estimates? Same question for workplace and fleet charging.	Usage is based on the project sponsor's estimate of future usage which will require you to evaluate the vehicles available or expected and project usage based on that information. While there is no min usage for multifamily AB617 projects we will use your estimates to evaluate each project against the others.	2/2/2021	email
132	I'm trying to better understand the \$1,000,000 qualification requirement. We currently have 1 partner gas station identified in San Jose, which is eligible for \$25K. Does this mean we need a minimum of 40 stations to be eligible as a Project Sponsor? (\$1M / \$25,000 = 40 sites)	Yes, for projects that are not government or multifamily, a minimum of \$1M must be applied for. An applicant can either add to their project or partner with a large installer to reach that threshold. See question 133.	2/1/2021	email
133	Our battery-integrated charger itself is not UL certified but we would solely source UL-certified components for the unit (which sits entirely aboveground and requires no underground trenching). Would we be allowed to apply without UL certification on the fully assembled charger, parallelly while seeking certification with Intertek?	No, all equipment must be UL certified.	2/1/2021	email
134	I accessed the online application on Fluxx and did not see a template for a Project Proposal. Should we just create a document mapping to Table 6's Criteria, or is there a different format BAAQMD recommends?	You should create your own document, which should include core items, such as 1) maps, 2) specs, 3) quotes, 4) authorization letters/LOIs, etc.	2/1/2021	email
135	I understand the program requires reports every year while the station is in operation for the Project Life. Can you clarify what the report entails? And does the Project Life mean three years?	The Project Sponsor will operate and maintain the charging stations for a minimum of three years, and until the usage requirement is met. Annual reports will include (but are not limited) to the following: kWh usage by month supported by documentation, pricing structure, # days operating, equipment issues, etc.	2/1/2021	email
136	Do you have a map which shows the EV charging station data usage in the Bay Area? So, we can choose our locations accordingly.	No, we do not have a map of charger usage in the Bay Area.	2/4/2021	email
137	How can another employee join the seminar on March 2nd?	You can register for the March webinar on the program website.	2/11/2021	email
138	Does the incentive apply to a charger, a whole site (same address), or per new array where a charger is installed? For example, a site plans to install chargers and solar on parking lots in the front and the back of a site. If Array 1 is 50 kW and has 2 chargers and Array 2 is 100 kW watts and has 3 chargers, what would the applicable solar incentive be? a.\$4000 x 2 (chargers at array 1) + \$4000 x 3 (chargers at array 2) = \$20,000 b.\$4000 (array 1) + \$4000 (array 2) = \$8000 c.\$4000 (single site)	The solar plus up is available per <u>project</u> up to \$4,000. A project is eligible for \$1/W installed, up to \$4,000 or up to the base award, whichever is lower. The information in the described scenario provided is not enough to determine funding amounts.	2/11/2021	email
139	My city has applied for CALeVIP funding but we don't know if we've been awarded any funds yet. We may not know by the time the CHARGE! application is due. Should we request the full project amount and then revise downward if we do receive partial funding from CALeVIP?	Your application should be accurate and reflect the true scope of work. Should your project be selected for an award, there may be an opportunity to revise the award downward if the scope of work changes however excessive change requests may be rejected. In no event shall the total incentives received exceed the total cost of the project. The project sponsor must report to the District any other incentives for a project prior to contracting, and also again prior to payment.	2/11/2021	email
140	Can you confirm if you are requesting the W9 form from the site host or from the applicant (in cases where they are separate entities)	We are looking for the W9 for the applicant/Project sponsor and not the site owner in cases where they are different. The Sponsor's W-9 must be mailed to Bay Area Air Quality Management District, ATTN: Finance/Charge!, 375 Beale Street Suite 600, San Francisco, CA 94105	2/11/2021	email
141	As Proof of property ownership, would a County assessor's map or screenshot from LandVision suffice, or do we need to provide one of the other official documents listed?	County assessor's maps or screenshots from an electronic record may be sufficient only if they show the property location, property address, assessor's parcel number and the property owner information.	2/11/2021	email
142	Can the owner of the site and/or the host has provided his/her ok or intent on a project over email to us which we then forwarded to you?	A written commitment from the host will suffice. The following items must be included in the written commitment letter: name of the property owner and project sponsor, installation site address, express commitment to host for the duration of the project term (if funded), weather the site is publicly accessible, and the date of the correspondence.	2/11/2021	email
143	Can you also address prioritizations for Bay Area CARE and PDA located properties?	We will not adjust the prioritization for 2021 Charge, but may consider it for future funding cycles.	2/11/2021	webinar
144	Would you please confirm environmental attributes such as LCFS are assignable to project sponsor?	See answer 73.	2/11/2021	webinar
145	What are the reporting/enforcement mechanisms for proving the required kWh/3yrs usage requirements are met? upfront calculations required, or only reporting over time? how linked to receipt of incentive funding?	See answer 101.	2/11/2021	webinar

	Question	Answer	Date Received	Notes
146	Are TFCA funding for L2, how will we know upfront whether getting base funding of L2 low \$1500 vs. L2 high \$3000...??	Whether a project qualifies for base funding depends on the number and type of chargers a sponsor intends to install. The "low" and "high" designations refer to the amount of energy supplied by the type of charger installed.	2/11/2021	webinar
147	Does the district or the state have any general area projections of EV adoption rates for the next few years that a multi-family residence could use to project fleet conversion for application purposes?	Not that we are aware of.	2/11/2021	webinar
148	If we are not ready to file an app by March 18, will there be a later deadline, or funding of a new cycle next year?	Yes, it is highly likely that the Charge program for 2022 will open later this year or early next year.	2/11/2021	webinar
149	Is San Mateo County eligible?	Yes.	2/11/2021	webinar
150	Are Bus chargers eligible?	See answer 84.	2/11/2021	webinar
151	Do you have a map which shows the EV charging station data usage in the Bay Area?	We are not aware of a that a map that shows location and usage of chargers.	2/11/2021	webinar
152	Can you confirm if you are requesting the W9 form from the site host or from the applicant (in cases where they are separate entities)	See answer 140.	2/11/2021	webinar
153	As Proof of property ownership, would a County assessor's map or screenshot from LandVision suffice, or do we need to provide one of the other official documents listed?	See answer 141.	2/11/2021	webinar
154	Can funding be requested for energy storage? In the case for solar+ESS+EVC	See answer 14.	2/11/2021	webinar
155	can we apply for a project for which we may also receive CALeVIP funding?	See answer 81.	2/11/2021	webinar
156	If we apply for fleet charging do we also have to make those chargers available to the public	See answer 26.	2/11/2021	webinar
157	do we need to do anything to verify our mandatory attendance of this webinar?	No, we are keeping track of webinar attendance.	2/11/2021	webinar
158	If a condominium multi-family building ONLY has deeded parking spaces (belonging to specific units, no common shared spaces) then that condominium multi-family building essentially ineligible for this program, is that correct?	Yes, multifamily chargers must be accessible to all community members and cannot be installed at a parking space where only one resident can park.	2/11/2021	webinar
159	I'm referencing the Charge! Program sample letter of commitment and am wondering if this is a separate letter from the Authorization to Apply letter required or same need? It appears from the letter template, the signatory is to be signed off from the real estate owner?	The template is intended as a sample. However, each project proposal is different, and you may tailor the templates for your specific needs. The minimum requirements for documentation are included in the Program Guidance.	2/22/2021	email
160	We have a number of facilities we'd like to submit for funding and are wondering if it will be better from an administrative perspective to submit all facilities under one prospective project, or if we should curate several smaller projects to be accepted/rejected each as a whole.	Applicants should attempt to consolidate their sites into a single application.	2/22/2021	email
161	Regarding the Charge! funding opportunity, the Program Guidance document states: "Projects must be voluntary and surplus—charging stations that are required to be installed by a regulation, local ordinance, or other legal obligations (e.g., legal settlement, condition of lease agreement or use permit, EV-readiness ordinance) are NOT eligible. No equipment is to be ordered and no work is to begin on a project until a fully executed contract between the Air District and the grantee is in place. No costs or financial commitments that are incurred or undertaken prior to the date of full execution of the contract will be considered for reimbursement from the Air District." One location we are considering including in our application is required by code to construct a number of "EV ready" parking spaces. This means the site is required to have some of the infrastructure in place to support EV charging (conduit, switchgear, etc.), but is not actually required to purchase and install the charging stations themselves. Would this location be eligible to receive Charge! funding for the equipment and work that goes beyond what the code requires (e.g., purchasing and installing the charging stations)?	Yes, Charge! funding can support projects that go above and beyond the requirements (surplus & voluntary). For this scenario, the charging stations and installation of the charging stations would be an eligible cost. The trenching, conduit and other infrastructure upgrades would not be an eligible cost. Please note this and include the specific code information in the application if you include this site. We would need to see the specific code language and the application to make the official surplus determination.	2/18/2021	email
162	We are interested in applying for a Charge! Grant to help offset the cost of a level 2 charger to support a non-revenue EV vehicle. The charger will be installed at a government facility. Would this project potentially be eligible for a grant under the Charge program?	Assuming the project meets the \$10,000 minimum for government EV charger projects, and meets all other requirements, yes this is eligible.	2/18/2021	email
163	Do you have a list of preferred chargers for apartments and condos?	No, the Air District does not have a list of preferred charger types.	3/2/2021	webinar
164	Will there be future grants opened for 2022?	It is highly likely that the Air District will have a Charge! 2022 solicitation.	3/2/2021	webinar
165	Where are the formulas to calculate usage?	There are not specific usage calculations for the Charge! program. Usage is simply your anticipated kWh usage over the 3 year project timeframe.	3/2/2021	webinar
166	would you repeat the project completion deadline	Project sponsors must operate and maintain each funded charging station for a minimum period of three years.	3/2/2021	webinar
167	What happens if we end up not meeting the minimum usage requirement over 3 years? Is there a minimal minimum usage under which a project wouldn't be considered for MSIF?	See answer 39.	3/2/2021	webinar
168	how long it will take to find out on whether or not your project is qualified for funding	All projects are expected to be ranked and selected projects awarded by June 2021.	3/2/2021	webinar
169	Could a government agency use the grant fund to create its own grant for multifamily unit property owners? Or would the government agency be a project sponsor?	No, that is not allowed.	3/2/2021	webinar
170	Will a multi-unit property in Walnut Creek be considered in this program?	Assuming you meet all other requirements, Walnut Creek is eligible.	3/2/2021	webinar
171	For a multi-unit dwelling (MUD) proposing to deploy EVSE, is it required that MUD staff have attended one of these Webinars or would a tenant satisfy the Webinar attendance requirement?	Applicants must attend the webinar, so if the apartment complex is applying to the program, yes a staff person must attend a webinar.	3/2/2021	webinar
172	Can you say more about match-making? Who would partner with whom?	As the Charge! Program will migrate to a competitive format, and some project proposal are expected to be awarded over \$1 million in grant funding, the Air District will facilitate "match making" between project applicants and potential site hosts. The intent is that smaller site hosts will partner with larger installers that will sponsor and apply on behalf of several smaller site hosts.	3/2/2021	webinar
173	We are a local Union, are we eligible for program?	Yes, assuming you meet all other program requirements.	3/2/2021	webinar
174	Is there a penalty if a project modifies it's original, approved proposal, but still meets all criteria otherwise (minimum \$10,000)? Specifically, if fewer stations are installed? Assuming project sponsor would only be reimbursed for what is installed	See answer 39.	3/2/2021	webinar
175	Can a condo bd member (with authorization by the condo bd) make an application?	No, individual residents may not apply, but a Condo Board can apply ON BEHALF OF the Condo complex.	3/2/2021	webinar
176	For new multi-family projects that are not required to provide EV, can we proceed with vertical construction while we go through the Charge! application process? I'm not sure if this program is for us but would like to explore our options without holding up the vertical construction process.	EV charging projects must be surplus and voluntary. Projects cannot be mandated as a result of a rule, regulation or contractual obligation. No equipment is to be ordered and no work is to begin on a project until a fully executed contract between the Air District and the grantee is in place. No costs or financial commitments that are incurred or undertaken prior to the date of full execution of the contract will be considered for reimbursement from the Air District.	3/2/2021	webinar
177	Is the just the transportation corridors DCFC needs to pair with Level II or all DCFC installed in all sites need to be paired with Level II?	Each DC Fast charging station installed must be paired with either a new or existing Level 2 charging station within 1 mile of the proposed project location.	3/2/2021	webinar
178	Do hotels qualify as multi-family properties?	No.	3/2/2021	webinar
179	You mentioned the cost for installation is eligible (if performed by an outside contractor). The grant funding for the equipment AND the installation would be limited to the amount per charger type and possible plus up funding indicated in your table, correct?	Correct.	3/2/2021	webinar
180	For multifamily - Do we need to make the chargers available to public?	See answer 8.	3/2/2021	webinar
181	as a resident of a condo complex, would it be best to work with my HOA board to be listed as a potential host, or do we need to apply to the program?	Yes, we recommend you work with your HOA board and a large installation aggregator, and have them apply on behalf of the HOA.	3/2/2021	webinar
182	Are initial networking service fees (activation, network set-up, other pre-activation costs) eligible costs?	Maintenance, repairs and operations, such as cost of electricity (utility) and network fees are ineligible costs.	3/2/2021	webinar

	Question	Answer	Date Received	Notes
183	As a transit agency, how far along should you be in the project in order to get funding?	See table 6 in the Program Guidance for a list of criteria that you should aim to include in your application. This should give you a sense of the level of planning that is required to apply. No equipment is to be ordered and no work is to begin on a project until a fully executed contract between the Air District and the grantee is in place. No costs or financial commitments that are incurred or undertaken prior to the date of full execution of the contract will be considered for reimbursement from the Air District.	3/2/2021	webinar
184	Are prevailing wages required for construction of projects receiving these grants?	Although prevailing wages are not a requirement of the Charge! Program, projects must comply with all rules and regulations, including any prevailing wage requirements of the local, state or federal jurisdiction.	3/2/2021	webinar
185	How long is the period of performance once a contract has been executed?	See answer 39.	3/2/2021	webinar
186	You mentioned grid tied, we are considering a solar sourced configuration level 2 ,low. Is this approach non fundable?	This proposal would be considered case-by-case.	3/2/2021	webinar
187	can this be coupled with CalEVIP rebates?	Yes, but you will also need to confirm this with the CalEVIP program staff and ensure your projects meets both Charge! and CalEVIP eligibility requirements.	3/2/2021	webinar
188	What if an MUD HOA is still getting approval of the final details of the EV project, but wants to submit a letter of intent for the March 18 deadline? Is that allowed?	See answer 22.	3/2/2021	webinar
189	Are there any special requirements for businesses	See Program Guidance for details about program requirements.	3/2/2021	webinar
190	Hi are gas stations qualified?	Yes, assuming you meet all other program requirements.	3/2/2021	webinar
191	Confirming a contractor, vendor, or other authorized party can apply on behalf of a MUD or government entity and still be eligible for the reduced \$10,000 application minimum? Does the Charge! applicant needs to be the ultimate owner and operator of the charging stations?	A contractor, vendor or other authorized party may apply on behalf of a multi-unit dwelling or government entity. The project sponsor (the entity that enters into the funding agreement with the Air District) is required to be the owner and operator of the charging stations (the applicant and the Project Sponsor may be different entities). To qualify for the lower minimum grant amount of \$10,000, the project sponsor must be a government entity and/or the proposed project must be exclusively at a multi-unit dwelling location(s).	3/2/2021	webinar
192	When you say no work can start until the contract is execute, does that apply only to installing the chargers, or a building/site construction project all together?	No work on the EV portion of the overall project may begin until a funding agreement has been executed between the Air District and the Project Sponsor. Any work initiated outside the scope of the EV project does not apply to the surplus and voluntary requirements.	3/2/2021	webinar
193	If we are unable to meet this year's deadline, when is the next one scheduled?	It is highly likely that the Air District will have a Charge! 2022 solicitation in late 2021.	3/2/2021	webinar
194	Some EVSE Mfr have (2) single-port units mounted to a single pole pedestal... to accomplish a dual-port unit. When applying for the program should I select dual-port units in this scenario or total up all the single-port units and submit based on the total # of single port EVSE?	If the units are single-ports, please select single-ports on your application. Please submit EVSE specifications documenting there are two independent charging stations mounted to one pedestal.	3/2/2021	webinar
195	If a new transformer needs to be pulled to a site by the utility, will those costs be covered?	Installation, including labor, materials (e.g., trenching, wiring, signage, and conduit), and necessary electrical upgrades to meet the demands of the charging station (i.e., electrical panels, and transformers) are eligible costs.	3/2/2021	webinar
196	My client's MUD project is to be completed by mid year 2021? is there a requirement on when chargers need to operational?	See answer 36.	3/2/2021	webinar
197	FOR DWELLING UNITS CHARGING STATION SHOULD BE PUBLICALLY ACCESSIBLE ?	See answer 8.	3/2/2021	webinar
198	As the property manager for the HOA can we be the project sponsor or should we hire a consultant	Either is permissible.	3/2/2021	webinar
199	Also, how do we determine best type of charger for our location.	Determine the amount of EVs that will likely use your site and that will help you determine the type and number of chargers you may need. We recommend you work with an expert to ensure you fully understand your site's unique needs and situation.	3/2/2021	webinar
200	Are there any restrictions/guides on the fees a station owner charges/applicant charges to utilize the stations?	Project Sponsors may charge reasonable usage fees to help defray their on-going costs associated with use of electricity, and operations & maintenance.	3/2/2021	webinar
201	Can the chargers installed then be used to partner with an EV carshare partner (like Envoy), if it's still serving the apartment community and/or greater public?	No, all multifamily chargers must be accessible to all multifamily residents.	3/2/2021	webinar
202	does this program provide funding for both to the meter infrastructure and beyond the meter infrastructure?	Please review the eligible and ineligible costs on page 11 of the Program Guidance.	3/2/2021	webinar
203	Explain more about what a sponsor is & how they function.	A Project Sponsor is the entity responsible for meeting all obligations of the Executed Funding Agreement	3/2/2021	webinar
204	for clarification, are you able to provide the funds at the beginning of the project, similar to a typical construction project i.e mobilization, progress payment and final payment?	Funding is paid to grantees ("Project Sponsors") on a reimbursement basis after the charging stations are placed into service.	3/2/2021	webinar
205	How many applications do you expect to receive?	We do not know at this time.	3/2/2021	webinar
206	If a multi-family housing site has one deeded parking space per unit, does that disqualify it, even if each parking space were to get a charger?	All chargers at multifamily buildings must be accessible to all residents. We may consider waiving this requirement in the future if all parking spaces are equipped with a charger, but that is not possible for this year's program.	3/2/2021	webinar
207	Is Livermore a part of the AB617 communities list?	Yes, Livermore is part of the Tri-valley area.	3/2/2021	webinar
208	Is the paired level II per connector or per station?	Per station.		
209	Do we need to own or report the data on the paired level II?	Regarding the DC Fast charger L2 requirement, no, you do not need to own or report on chargers not funded by the Charge! program. All chargers funded by Charge! will must report usage in annual reports.		
210	Is Tesla Level II qualified for the paired level II station?	Tesla chargers are not eligible for the Charge! Program.	3/2/2021	webinar
211	Is there a recommended contractor list for these projects.	No.	3/2/2021	webinar
212	It is hard for individual MUD HOAs to submit an application. It would be easier to work with a single vendor of EV chargers who could apply on behalf of the MUD site host. Is that possible?	Yes, please contact one of the interested partners listed on our website (see PDF titled Interested Partners List).	3/2/2021	webinar
213	Upgrade to Electrical Panel is part of the rebate ?	Necessary electrical upgrades to meet the demands of the charging station (i.e., electrical panels, and transformers) are eligible costs.	3/2/2021	webinar
214	What is the reservation period? How long do we have to do the work after being awarded?	See answer 36.	3/2/2021	webinar
215	Where do we find handouts? On the web site?	The handouts were available on the GoToWebinar application. You can find more information on our website.	3/2/2021	webinar
216	WHO WILL TAKECARE OF ELECTRICITY BILL ?	The project sponsor.	3/2/2021	webinar
217	Will the presentation for this webinar be on your website	No.	3/2/2021	webinar
218	Will there be audits done at multifamily housing to assess the compatability prior to signing the agreement?	No, we rely on the documentation you provide in your application to make our award decisions. It is the project sponsor's responsibility to select the equipment and design a project that works best for their site.	3/2/2021	webinar
219	Would a project in the area of West Oakland north of 580 and along the boundary with Emeryville be considered to fall within the West Oakland AB 617 community? The census tract (#6001401000) is likewise both DAC and LIC per the SB 535 / AB 1550 GGRF Project Map.	See Figure 2-1 in the report linked here: https://www.baaqmd.gov/~/_media/files/ab617-community-health/west-oakland/100219-files/final-plan-vol-1-100219-pdf.pdf?la=en for West Oakland boundaries.	3/2/2021	webinar
220	Would electrical cost and power upgrade included qualified for reimbursement?	See answer 195.	3/2/2021	webinar
221	Baside resting area what other location is considered as Transportation Corridor?	Transportation Corridors are defined as providing fast charging for PEV drivers making long trips, and are located in close proximity to freeways and highways. Transportation Corridors Facilities must include at least one DC Fast Charging Station.	3/2/2021	webinar
222	Does EVSE have to meet the CTEP and CA DMS requirements for example for public charging will a display screen be required on the EVSE?	All projects must comply with all local, state and federal rules, regulations and requirements.	3/2/2021	webinar
223	HOW THE RESIDENTS WILL GET CHARGED?	The project sponsor must determine how residents of multifamily buildings will be charged for the electricity.	3/2/2021	webinar
224	If a multi-family housing building only has 4 units, would it need to or be able to aggregate with another building or HOA?	No, you are not able to aggregate with another building to meet the 5-units or more requirement.	3/2/2021	webinar
225	What year was AB617 passed?	AB617 was signed by Governor Brown in 2017.	3/2/2021	webinar
226	Will the meter upgrade cost included in the fundinh if required at a property?	See answer 195.	3/2/2021	webinar

	Question	Answer	Date Received	Notes
227	Can one entity submit multiple applications?	No.	3/2/2021	webinar
228	who are the eligible providers for installation	See answer 163.	3/2/2021	webinar
229	Transportation Corridor: Can it be any location that is within 1 mile from a Freeway, like a library?	See answer 222.	3/2/2021	webinar
230	Is Ferry Parking, transit station parking lot consider as a Transportation Corridor and receive the Plus funding?	See answer 222.	3/2/2021	webinar
231	Does Hwy 28 consider as express way?	See answer 222.	3/2/2021	webinar