

The Air District reserves the right to correct, modify or update answers to these questions.

Number	Source	Date	Category	Question	Air District Response
1	Question Submittal Form	2/18/2025	Application	Will electric vehicle charging education and outreach for multi-family housing be part of the grant requirement?	No, education and outreach for multi-family housing projects are not required as part of the 2025 Charge! Program.
2	Question Submittal Form	2/18/2025	Eligibility	We're a school district, planning on installing chargers. They will only be available to staff & parents during the school day (M-F 6am-4pm) ... but will be available to the general public outside of those hours. We're planning on installing (4) level 2 ChargePoint chargers. As I read the requirements, I believe our project is eligible for this funding grant. Can you verify that I have read it correctly? Do we qualify?	The school district can apply for Charge! funding. The nature of the proposed project is unique and would not meet the eligibility requirements of some of our funding sources, but the Air District can consider the project on a case-by-case basis. This is a competitive solicitation so projects will be scored and ranked according to the program's priorities.
3	Question Submittal Form	2/20/2025	Application	My company is a Transportation Demand Management company and we provide TDM services to multiple companies at our transit village. Can we apply for grants on behalf of those companies?	The TDM company can apply for grants on behalf of the companies, however, that means that the TDM company will be responsible for owning and operating the proposed charging stations and be responsible for the grant throughout the duration of the project (i.e., reporting, audits, maintaining the grant for several years). The TDM company would need to pay for all the EV charging installations out of pocket, then wait to be reimbursed by the grant (cannot receive payments from the companies that are being serviced). On the Charge! website is a sample Charge! Program Funding Agreement to reference that includes the grantee's responsibilities.
4	Question Submittal Form	2/26/2025	Application	When will you know whether CFI requirements are included or removed from the overarching program requirements? And will you provide communication about the decision when it is made?	CFI requirements are currently part of the requirements, and will remain unless we provide other direction. We do not have a timeline for guidance on the CFI funding status. We are actively monitoring CFI funds and will provide updates as soon as we can.
5	Question Submittal Form	2/26/2025	Eligibility	For clarification: Definition of a Charging Port. Is a charger with two connectors that can charge two vehicles at one time considered one (1) port or two (2) ports? Example: Chargepoint CT4021 Dual Pedestal. Is this one or two ports?	The definition of a charging port in the 2025 Charge! Program Guidance is, "The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time." A charger with two connectors that can charge two vehicles at one time and simultaneously maintain the required kW output for each connector is considered two charging ports. Likewise, the ChargePoint CT4021 Dual Port is considered two ports when both connectors can simultaneously maintain the required kW output.
6	Question Submittal Form	2/26/2025	Application	If a charging vendor submits the application(s) on behalf of the multifamily property owner(s), is the applicant the vendor or the multifamily property owner? Under Qualifications, do these questions pertain to the multifamily property or to our company or electrician TBD? Under Disadvantaged Business Enterprise Program, do these questions pertain to the multifamily property or to our company or electrician TBD? Under Facility Information, what are key documents for each facility in the project? Under Application Documents, if the multifamily property owner is the applicant and the charging vendor is the entity that will be designing, obtaining permit and determining the C-10 EVITP electrician, who must provide the W9? Must the charging vendor obtain the Authority to Apply?	The applicant should be either the property owner of the facility where the proposed chargers will be installed, or an entity with authority/permission from the property owner to install and operate chargers for the duration of the Project Term. A charging vendor may submit the application on behalf of the property owner and list the property owner as the applicant, with the property owner's approval. The entity listed on the application must be the entity that would be awarded the grant and would be responsible paying all upfront costs, reporting requirements, etc. The Qualifications and Disadvantaged Business Enterprise Program questions on the application pertain to the entity that would be awarded the grant. Required Facility Documents include the Charge! Facility Form, maps, line-item cost quotes for equipment and labor, and charger specification sheets. See the 2025 Charge! Program Guidance for more details. The Form W-9 and Authority to Apply must be provided by the applicant.
7	Webinar	2/26/2025	Eligibility	Am I eligible for funding?	Please review the 2025 Charge! Program Guidance for eligibility requirements.

8	Webinar	2/26/2025	Eligibility	Are L1 and L2 electric vehicle chargers that are SAE J1772 capable acceptable for installation? The EV owner brings their own EV charging cord.	For proposed projects with Level 1 or Level 2 chargers that do not have permanently attached J1772 connectors, applicants may apply for Level 1 or Level 2 (low) funding. Level 1 chargers may have NEMA 5-15 or 5-20 receptacles, or J1772 connectors. NEMA receptacles may be allowed for Level 2 (low) charging ports on a case-by-case basis at the Air District's discretion. It is acceptable for chargers to exceed the Level 2 (low) kW output range stated in the 2025 Charge! Program Guidance. Level 2 (high) chargers must have permanently attached J1772 connectors.
9	Webinar	2/26/2025	Eligibility	Regarding pre-approval. If entity signs a contract with end user, does this violate the pre-approval requirement? For example, entity signs the agreement with end user but does not purchase EV equipment or sign install subcontractor agreement?	No contracts should be signed prior to receiving an executed Funding Agreement from the Air District for the Charge! Program award.
10	Webinar	2/26/2025	Eligibility	Why do Level 2 need a J1772 but low power doesn't?	National Electric Vehicle Infrastructure (NEVI) Standards and Requirements requires that grant funded Level 2 (high) chargers have a permanently attached J1772 connector. Level 1 and Level 2 low power projects are funded by TFCA and may not be subject to most NEVI requirements.
11	Webinar	2/26/2025	Application	If we are an HOA applying, do we need to have a vendor/contractor pre-selected for our application?	The HOA can request quotes from vendors, contractors, or licensed electricians to complete a Charge! Program application. The HOA can seek out potential options but cannot sign any agreements or commit to any vendor.
12	Webinar	2/26/2025	Eligibility	Do chargers need to be CTEP certified?	Grantees need to be compliant with all local, state, and federal requirements. Please check with the cities and counties where you're looking to install chargers to learn more about CTEP requirements.
13	Webinar	2/26/2025	Eligibility	Level 1 and Level 2 low requirements unfairly advantage a single company, Orange Charger, please explain how this is not an unfair policy. Other companies like GOPOWEREV have multiple connections so not covered. Pando high powered needs permanent J1772 so not covered. Oddly Orange is the only one allowed to make no changes to their product.	Chargers with multiple connectors are allowed. See the charging port definition on page 22 of the 2025 Charge! Program Guidance. Level 1 chargers may have NEMA 5-15 or 5-20 receptacles, or J1772 connectors. NEMA receptacles may be allowed for Level 2 (low) charging ports on a case-by-case basis at the Air District's discretion. National Electric Vehicle Infrastructure (NEVI) Standards and Requirements requires that grant funded Level 2 (high) chargers have a permanently attached J1772 connector.
14	Webinar	2/26/2025	Application	Would the Air District consider eliminating the "Usage Requirement" and simply have applicants detail estimate charging utilization in their proposals? While we understand the intent behind usage requirements, incorporating estimated usage as a binding agreement requirement presents several significant challenges (most notably, EV charging usage patterns are influenced by numerous external factors beyond an applicant's control) Requiring applicants to outline estimated usage in their applications without creating a binding utilization requirement, would also more closely align the program with common practice among similar federal and state grant programs.	There are no charger usage requirements for the 2025 Charge! Program. In the application, the applicant estimates their 5-year charger utilization, which then becomes the "usage requirement" listed in the Funding Agreement. However, projects with higher usage estimates will score more points under the Project Benefits evaluation criteria.
15	Webinar	2/26/2025	Contract	Would the Air District consider eliminating the Security Interest Provision (instead incorporating retainage or clawback provisions in the award contract, which would still provide protection for the program while maintaining simplicity and administrative efficiency)?	The Air District already has retainage and clawback provisions in the award contract. For grantees that are looking to eliminate the Security Interest Provision, we can discuss the contract terms at a later time.
16	Webinar	2/26/2025	Application	Would the Air District consider eliminating the requirement that cost estimates include quotes from licensed contractors and be endorsed by a California Licensed Engineer, and simply allow applicants to detail their estimated labor costs in their proposals?	The Air District will not be eliminating this requirement as it is critical for the Air District to evaluate projects, determine a project's eligibility, and to determine funding levels.
17	Webinar	2/26/2025	Eligibility	Will co-located battery energy storage be an eligible cost if it only serves the EVSE?	No, battery energy storage is not considered an eligible cost under the Charge! Program.
18	Webinar	2/26/2025	Eligibility	Are operations, networking, maintenance costs normally charged to the property owner eligible for Charge Program fund reimbursement?	Operations and maintenance service contracts for Level 2 (high) and DC Fast chargers may be reimbursed by the Charge! Program depending on the project type and project's funding source. We will discuss this with applicants during the evaluation process.

19	Webinar	2/26/2025	Application	As an HOA how do we apply for projects funds if our parking spaces are deeded? We qualify as a priority population area.	The HOA can apply for the Charge! program, and the proposed project will be considered on a case-by-case basis. Please note in your application that the parking spaces are deeded, and whether all deeded parking spaces will have a charger.
20	Webinar	2/26/2025	Eligibility	What needs to be done to ensure private chargers for Multi-Family Housing are exempt from public accessibility requirements.	Multi-family housing properties can request funding for private chargers.
21	Webinar	2/26/2025	Application	What needs to be done to ensure private chargers for Multi-Family Housing are exempt from NEVI Standards and Requirements?	Private chargers for multi-family housing can only be funded with TFCA funds and are therefore exempt from most NEVI Standards and Requirements. Please note on the Charge! application that the proposed project is not publicly accessible.
22	Webinar	2/26/2025	Eligibility	Can you please reiterate required hours for workplace chargers during the operational phase?	This is dependent on the workplace's hours of operation.
23	Webinar	2/26/2025	Eligibility	Are awards stackable with utility rebates?	This depends on the project type and designated funding source. For those that receive TFCA funding, these projects can stack with utility rebates, as allowed by other programs and approved by the Air District. It is up to the grantee to follow all the requirements of their respective funding sources.
24	Webinar	2/26/2025	Eligibility	Will curbside chargers be considered given that many MFH units lack parking and/or garages?	Curbside chargers will be considered, however, applicants will need to work closely with the authority having jurisdiction, such as cities to ensure compliance.
25	Webinar	2/26/2025	Eligibility	What are the kWh requirements for Level 1 and L2 (Low Power) Chargers?	Level 1 chargers need to have an energy output of 1.4 to 2.4 kW per port. Level 2 (low) chargers need an energy output of 3.3 to 5.99 kW per port. It is acceptable for chargers to exceed the stated kW output range for Level 2 (low).
26	Webinar	2/26/2025	Eligibility	For market rate MF properties, the only funding available is for guest parking then, since assigned or deeded parking is not eligible?	For market rate multi-family housing, you can still apply for funding and we may consider this project on a case-by-case basis. The eligibility depends on the project's location and other variables. See the multi-family housing facility definition on page 23 of the 2025 Charge Program Guidance for more information.
27	Webinar	2/26/2025	Application	May you confirm if we can submit before the deadline or does the lottery for one day?	Applications can be submitted any time until June 6, 2025 at 5PM PT.
28	Webinar	2/26/2025	Contract	Can you please explain the audit and inspection process again? If chargers are down say 50% of the time in a given year did I hear the Air District wouldn't reimburse and may even ask for some funding back?	If projects are having difficulty meeting their charger usage requirements, the Air District will work with grantees to determine how to best proceed, such as extending the project term. If afterwards, grantees are still having issues meeting usage requirements, they may be subject to partial repayment of the grant. For example, if the grantee can only meet 50% of the required usage listed in their contract, they will only be entitled to receive 50% of the grant award. Repayment conditions are listed in the Funding Agreement. During the operational phase, the Air District may conduct inspections and/or fiscal audits, where participation is mandatory and part of the terms and conditions of the funding agreement. Failure to comply with audit and inspection processes may lead to repayment of the grant.
29	Webinar	2/26/2025	Contract	Is the grant strictly reimbursement, or is part of the funding upfront?	Grants are paid to Grantees/Project Sponsors on a reimbursement basis after the chargers are placed into service. See the reimbursement schedule in the 2025 Charge! Program Guidance for additional information.
30	Webinar	2/26/2025	Application	Do we have to submit owner and operator information in the application? We are just a development firm and don't own/ operate the infrastructure.	Yes, the owner and operator information should be provided in the application. The applicant should be either the property owner of the facility where the proposed chargers will be installed, or an entity with authority/permission from the property owner to install and operate chargers for the duration of the Project Term. The entity listed on the application must be the entity that would be awarded the grant and would be responsible for paying for all upfront costs, reporting requirements, etc.
31	Webinar	2/26/2025	Application	Can applications be submitted by EVCS Providers on behalf of Multifamily Owners or must the Owner submit.	An EVCS provider may submit the application on behalf of the property owner and list the property owner as the applicant, with the property owner's approval. Either the EVCS providers or multi-family housing owners can submit the application, but the entity listed on the application must be the entity that would be awarded the grant and would be responsible paying all upfront costs, reporting requirements, etc.
32	Webinar	2/26/2025	Application	At what point will we find out if our project has been awarded with TFCA or CFI funding? Are there any factors that would determine which funding source a project will be awarded with?	We would communicate this with the grantee when they are awarded the grant. There are many variables that determine which funding source we assign to projects.

33	Webinar	2/26/2025	Eligibility	Are usage requirements different for each port type and setup? In particular, are usage requirements different for dedicated chargers in assigned parking spaces (at affordable, BMR or priority areas etc.)?	There are no charger usage requirements for the 2025 Charge! Program. In the application, the applicant estimates their 5-year charger utilization, which then becomes the "usage requirement" listed in the funding agreement.
34	Webinar	2/26/2025	Contract	Can an applicant combine the Charge grant funding with PG&E's Rule 29 Program?	This depends on the project type and designated funding source. For those that receive TFCA funding, these projects can stack with utility rebates with Air District approval and as allowed by the other programs. If the Rule 29 Program obligates the Grantee/Project Sponsor to install chargers, the Grantee/Project Sponsor must wait to participate in the Rule 29 Program until after the Grantee/Project Sponsor executes a contract with the Air District. It is up to the Grantee/Project Sponsor to follow all the requirements of their respective funding sources.
35	Webinar	2/26/2025	Application	How are the bids scored and ranked? What property types take Precedence?	Please see the evaluation criteria on page 17 of the 2025 Charge! Program Guidance.
36	Webinar	2/26/2025	Eligibility	To confirm, the minimum grant amount is per project, and a project can involve multiple facilities/sites?	The minimum grant amount per application is \$250,000 for all projects, except for government sponsored projects and projects exclusively at multi-family housing, which are subject to a \$10,000 grant requirement. A project can involve multiple facilities.
37	Webinar	2/26/2025	Eligibility	The J3400 EV charging receptacle standard allows the user to bring their own cord, and can support either J1772 or J3400 connector to the vehicle; does the grant support the use of the charging receptacle standard to accommodate either connector?	Permanently attached non-proprietary connectors (such as North American Charging Standard (NACS)) may optionally be provided on Level 2 chargers as long as each charging port has a permanently attached J1772 connector and is capable of charging any J1772 compliant vehicle. NEMA receptacles may be allowed for Level 2 (low) charging ports on a case-by-case basis at the Air District's discretion. It is acceptable for chargers to exceed the Level 2 (low) kW output range stated in the 2025 Charge! Program Guidance.
38	Webinar	2/26/2025	Eligibility	Is there an estimated timeframe on when we will find out if CFI funds are no longer available and federal requirements will be removed?	CFI requirements are currently part of the requirements, and will remain unless we provide other direction. We do not have a timeline for guidance on the CFI funding status. We are actively monitoring CFI funds and will provide updates as soon as we can.
39	Webinar	2/26/2025	Eligibility	Are solar systems to support daytime workplace or public opportunity charging eligible as program costs, and in either case, will their provision add to or detract from scores?	Solar systems are not an eligible project cost. However, projects with solar may receive additional points during the scoring process.
40	Webinar	2/26/2025	Eligibility	If assigned/deeded parking can be allowed for priority population or below market rate housing, would that eliminate the requirement that the chargers must be accessible to all residents?	This would be considered on a case-by-case basis.
41	Webinar	2/26/2025	Application	The grant can only be awarded to the entity submitting the application and cannot be reassigned? What if the EVSE provider submits the application on behalf of the site owner and it is technically the site owner's name on the application?	An EVSE provider may submit the application on behalf of the property owner and list the property owner as the applicant, with the property owner's approval. The entity listed on the application must be the entity that would be awarded the grant and would be responsible paying all upfront costs, reporting requirements, etc.
42	Webinar	2/26/2025	Application	When are applications due?	The application period is open now until 5pm on June 6, 2025.
43	Question Submittal Form	2/27/2025	Eligibility	I want to confirm that the "minimum" amount granted is \$250,000. We were thinking of adding 4-5 Level 2 stations so based on the minimum we won't qualify, correct?	The minimum grant amount per application is \$250,000 for all projects, except for government sponsored projects and projects exclusively at multi-family housing, which are subject to a \$10,000 grant requirement. For a project that is not government sponsored or exclusively at multi-family housing, 5 Level 2 (high) chargers would not meet the minimum award amount.
44	Email	2/27/2025	Contract	At what stage does the UCC filing happen?	The UCC filing happens when the first grant payment is made to the grantee after chargers are placed into service.
45	Email	2/27/2025	Eligibility	Will ISO 15118 (Plug and Charge) be required for Level 2s? If so, is it only applicable to public facing Level 2s?	Yes, Level 2 chargers must conform to ISO 15118. Please see the National Electric Vehicle Infrastructure Standards and Requirements for more information. Private, non-networked chargers may be exempt from network requirements on a case-by-case basis.
46	Email	2/27/2025	Eligibility	Would a down payment on land to develop chargers be considered part of our 20% cash match? Similarly, would a lease payment for a fixed period count toward the match?	No, the 20% match must cover eligible costs.

47	Email	2/27/2025	Contract	In the last part of Section 3 (Page 7 and into page 8) it states that there are no fixed usage requirements, but the last sentence states that if usage requirements are not met by the end of the project's operational period, we may be in breach of the funding agreement. Is the intention of that to state that while there are no usage requirements (other than how the project is scored), overestimating the usage will result in potential repayment?	In the application, the applicant estimates their 5-year charger utilization, which then becomes the "usage requirement" listed in the Funding Agreement. If projects are having difficulty meeting their charger usage requirements, the Air District will work with grantees to determine how to best proceed, such as extending the project term. If afterwards, grantees are still having issues meeting usage requirements, they may be subject to partial repayment of the grant. For example, if the grantee can only meet 50% of the required usage listed in their contract, they will only be entitled to receive 50% of the grant award. Repayment conditions are listed in the Funding Agreement.
48	Email	2/27/2025	Contract	What is the penalty or formula for underperforming utilization?	The formula for repayment used in previous years is on page 12 of the sample agreement posted on the Charge! website.
49	Email	2/27/2025	Eligibility	When would Buy America be required at a Multifamily? The top of page 25 states that projects exclusively at Multi-family sites may be exempt.	Buy America would only be required at Multifamily Housing with publicly available chargers if awarded with CFI funding.
50	Question Submittal Form	2/28/2025	Eligibility	Are sites in the "DAC 1/2 mile neighbor: low-income household eligible" zone considered as part of a DAC area or a Priority Population Area?	Yes, "DAC 1/2 mile neighbor: low-income household eligible" is considered a Priority Population Area.
51	Question Submittal Form	3/3/2025	Eligibility	We manage a public shuttle service and are seeking funding to build infrastructure to support a planned adoption of EV shuttles in the next 5-10 years. Does the Charge! Program support projects like ours where the infrastructure and chargers would be placed in a bus yard for our fleet to use but would NOT be otherwise accessible to the public?	Charging for fleets is considered on a case-by-case basis. Note that the Charge! Program is for chargers serving light-duty electric vehicles with a gross vehicle weight rating of 8,500 pounds or lighter.
52	Question Submittal Form	3/4/2025	Eligibility	We are working with a deed-restricted multifamily affordable housing complex that is interested in installing EV charging. They have over 150 parking spaces and currently only approximately 6 EV drivers. The parking spaces are assigned and can be reassigned to tenants as needed. Would an EV charging installation that provides private charging at only some of the assigned parking spaces (for example: 20 spaces) be eligible for Charge! Program funding, with the knowledge that an EV parking space could be reassigned to a tenant that own or purchases an EV?	The multi-family housing complex can apply for the Charge! Program, and the proposed project will be considered on a case-by-case basis.
53	Question Submittal Form	3/4/2025	Eligibility	We would like to know if the requirements for "permanently attached" connectors might be waived for chargers installed at multi-family housing for private use by MFH residents? Would a 'bring your own cord' charger - compatible with both J1772 and J3400 connectors - be allowable in this case?	For proposed projects with Level 1 or Level 2 chargers that do not have permanently attached J1772 connectors, applicants may apply for Level 1 or Level 2 (low) funding. Level 1 chargers may have NEMA 5-15 or 5-20 receptacles, or J1772 connectors. NEMA receptacles may be allowed for Level 2 (low) charging ports on a case-by-case basis at the Air District's discretion. It is acceptable for chargers to exceed the Level 2 (low) kW output range stated in the 2025 Charge! Program Guidance. Level 2 (high) chargers must have permanently attached J1772 connectors.
54	Email	3/4/2025	Application	How is it best to submit applications? I will submit and handle all paperwork for several different organizations. Will this require multiple accounts? In no cases do I need to touch the money; the applicant will be the property owner and charging owner.	For each applicant you are supporting, submit a separate application. You can use your same Fluxx user account for each application, but the Organization Name on the application must reflect the applicant (equipment/property owner).
55	Email	3/4/2025	Eligibility	Do you have an approved equipment list, use EPRI or have other requirements for our equipment to be eligible for potential incentives?	We do not maintain an approved equipment list. EPRI's Vetted Product List is a useful resource for Buy America compliance. Please see the 2025 Charge! Program Guidance for more information on equipment eligibility.
56	Email	3/4/2025	Eligibility	If a Buy America compliant project is proposed on the application, but the project is awarded TFCA funding (no Buy America requirement), can the applicant switch their equipment and update their total project cost before signing the funding agreement, to avoid the cost increase associated with Buy America?	If a proposed project has Buy America compliant equipment but is awarded TFCA funding instead of CFI funding, the applicant may switch their equipment and update the total project cost before signing the funding agreement. Please keep in mind that the maximum project grant award amount will be the lesser of: the total eligible funding amount per Table 1 in the 2025 Charge! Program Guidance, or 80% of the project's eligible total project cost.
57	Email	3/6/2025	Contract	Is there an expiration date on the funds for Charge 2025?	Most projects will have 12 months after the Funding Agreement is executed to place the chargers into service, or 18 months upon request, at the discretion of the Air District.

58	Email	3/7/2025	Eligibility	<p>Could you clarify how stackable awards would work if a project receives funding from two different sources? Specifically:</p> <ul style="list-style-type: none"> - How does the beginning of construction impact eligibility when multiple funding sources are involved? - What are the key considerations for ensuring compliance across both funding programs? 	<p>Project Sponsors that receive multiple incentives for a project must meet all criteria associated with each individual funding source and must disclose information on the total grant funds received (or applied for) from all sources at the time of application and provide a breakdown of project costs by funding source. Check with the Air District for approval to combine funds. Do not sign any agreements before discussing with the Air District. The Federal share of the cost of any project funded by the Charge! program may not exceed 80% of the total eligible project cost. A minimum of 20% cost sharing/matching funds from the applicant, site owner/operator, or another incentive program is required for all projects. Charge! Program grant funds cannot exceed 80% of a project's total project cost. In no event shall the total of the public incentives received exceed 100% of the eligible project costs. See the 2025 Charge! Program Guidance for additional information.</p>
59	Email	3/7/2025	Eligibility	<p>Based on the Charge! Program guidance, the reporting requirements include:</p> <ul style="list-style-type: none"> - Semi-annual progress reports during the implementation period. - Quarterly or annual reports on charger usage, uptime, and maintenance during the operational period. - Expenditure reports after all chargers are placed into service. - Final reimbursement request following the completion of the operational period and contracted usage requirements. <p>Are there any additional reporting requirements beyond this list that applicants should be aware of?</p>	<p>Project Sponsors must also comply with all audit requirements. Projects receiving CFI funding may have additional requirements including NEPA and Buy America.</p>
60	Email	3/10/2025	Eligibility	<p>I saw the Program Guidance that the chargers must have UL and OSHA certifications. Which UL standard is being referred to in this case? These would be battery storage-integrated chargers. And, is it acceptable to have the certifications at the time of deployment, or are they required to be in place at the time of application submittal?</p>	<p>Chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment. If the proposed charging equipment is not UL certified at the time of application, the vendor should provide their timeline for seeking UL certification and disclose all of this in the application; such applications will be considered on a case-by-case basis. Charging equipment must meet all program and funding agreement requirements in order to receive reimbursement. For more information, please visit: https://www.federalregister.gov/d/2023-03500/p-374.</p>
61	Question Submittal Form	3/12/2025	Eligibility	<p>Can you confirm that multifamily and workplace projects funded by TFCA do not need to meet Buy America requirements? The cost differential to comply with Buy America is significant, adding thousands of dollars for each port, and may discourage eligible properties and applicants from applying.</p>	<p>Any publicly available Level 2 (high) or DC Fast charging equipment must meet Buy America requirements. Private chargers at multifamily housing or workplace facilities funded by TFCA are not required to meet Buy America requirements.</p>
62	Email	3/12/2025	Application	<p>Under the Multi-Family funding category, for apartment complexes that assign their parking stalls to their tenants, can they do a partial install of chargers? For example, if a property has 50 parking stalls that are assigned to apt tenants, can the property install in only 20 parking stalls and still qualify for the rebate. And is this only allowed for affordable housing?</p>	<p>This would be considered for multi-family housing facilities at affordable housing or in Priority Population Areas, on a case-by-case basis. At other multi-family housing sites, assigned chargers must be "ubiquitous assigned" chargers, meaning all assigned parking spaces at the multi-family housing site have a charger, and all residents have access to charging.</p>
63	Email	3/12/2025	Application	<p>Can the attached cable requirement be waived since so many of the L1 smart outlets now a days are based on "bring your own cable" and are not attached.</p>	<p>Level 1 chargers do not have a permanent connector requirement and may have NEMA 5-15 or 5-20 receptacles, or J1772 connectors. Please see the 2025 Charge! Program Guidance for full charger requirements.</p>
64	Email	3/12/2025	Application	<p>Can the Air District funding be stacked with other regional and local grants to make up the 20% match?</p>	<p>This depends on the project type and designated funding source. Projects receiving CFI funding should wait for further guidance from the Air District. For those that receive TFCA funding, other regional and local grants can be used for the 20% match, as allowed by other programs and approved by the Air District. It is up to the grantee to follow all the requirements of their respective funding sources.</p>

65	Email	3/12/2025	Eligibility	Is there an estimated timeline for when the Air District expects more clarity on the availability of federal CFI funds? In the meantime, will public DCFC projects be awarded through the existing \$10 million in TFCA funding? If CFI funds become available later in the process, would public DCFC projects still be eligible under both funding sources, or would they exclusively be funded through CFI funds?	See FYE 2025 Charge! Program Q&As #4, #32, and #38. If CFI funding is not available, projects will be awarded TFCA funds in rank list order. If both CFI and TFCA funds are available, funding sources will be assigned at the Air District's discretion.
66	Email	3/12/2025	Eligibility	The Charge! Program guidance allows J3400 connectors to be provided at a DC Fast charger only if each DC Fast charging port has at least one permanently attached CCS connector. Given the rapid market shift toward J3400 adoption, would the Air District consider providing greater flexibility in these requirements to better align with other California programs?	No, National Electric Vehicle Infrastructure (NEVI) Standards and Requirements requires that grant funded DC Fast chargers have permanently attached SAE CCS Type 1 connectors.
67	Email	3/13/2025	Eligibility	If there is an HOA that wants to do private charger only for residents and it has deeded spaces, but they plan to install chargers at every single deeded space making it ubiquitous, would this be eligible only if it was also located in Priority Population/ Affordable Housing? We understand that any private charging projects will be considered only case-by-case. Given the multifamily housing definition in the guidance I understand private multifamily housing charging eligibility as follows: 1.If there is assigned parking OR deeded parking, these sites will only be considered if within a Priority Pop or affordable housing 2.Small exception to #1, if there is assigned parking (deeded excluded) and the project will be installing chargers at every single assigned spot, making it ubiquitous assigned, this would be eligible and may be considered for funding.	Ubiquitous assigned chargers as defined by the 2025 Charge! Program Guidance are allowed at any eligible multifamily housing facilities. The following is correct: 1. If there is assigned parking OR deeded parking, these sites will only be considered if within a Priority Population Area or affordable housing 2. Small exception to #1, if there is assigned parking (deeded excluded) and the project will be installing chargers at every single assigned spot, making it ubiquitous assigned, this would be eligible and may be considered for funding.
68	Question Submittal Form	3/16/2025	Eligibility	Is there a pathway to use grant funding from Charge! to support e-Bike and e-Scooter charging, in multifamily garages where micromobility device charging is funded? e-Bikes and e-Scooters of course are far more energy efficient per mile traveled, and have lower embedded emissions as well.	Charge! Program funding must support electric vehicles due to funding source requirements.
69	Question Submittal Form	3/17/2025	Eligibility	How can we determine if a given address is in a DAC? The program materials say "Census tracts in the top 25% of CalEnviroScreen" are prioritized. Yet the supplied tool shows only 70% 80% and 90% color bands. The related CPP map shows both DAC and "Low-income" and tribal lands in eight separate categories. How do we determine if a particular address qualifies under the Air District rules?	Any locations listed as a "Disadvantaged community: CES" on the California Priority Populations map are considered a disadvantaged community (DAC): https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=5dc1218631fa46bc8d340b8e82548a6a&page=Priority-Populations-4_0 For more details, scroll down to the "About the Map" section.
70	Question Submittal Form	3/17/2025	Eligibility	Will the program support including a smart outlet ("Orange" or "Plugzio") positioned such that it's useful and usable by micromobility vehicles (e-Bike or e-Scooter), and count that as a charging port for the incentive purposes? How does the Charge program define "light duty on road motor vehicles under 8500 pounds" and does it exclude micromobility vehicles which are on-road and motor powered and under the weight limit?	Smart outlets that meet the program eligibility requirements can be installed, but the primary use must be for electric vehicles. The definition of light duty on road motor vehicles excludes micromobility vehicles.
71	Question Submittal Form	3/17/2025	Eligibility	Given that Charge! sites are required to deliver full power to chargers, is there a way to participate in grid stability programs? These programs schedule or slow charging to avoid periods of grid stress, or during grid emergencies, to help stabilize the grid, or to optimize energy costs or to avoid peak usage times in multifamily.	As long as each charging port can simultaneously maintain the required level of kW output, this would be acceptable.
72	Question Submittal Form	3/18/2025	Application	Due to the recent governmental cuts, is this program still viable?	The 2025 Charge! Program has at least \$10 million in local funds that are secured. Please refer to the Charge! Program website for more information.

73	Email	3/17/2025	Eligibility	Can you please clarify, are bring-your-own cord chargers with Mennekes Type 2 ports (which, like NEMA outlets, are compatible with J1772 EV's, using a standard cable) acceptable, or not?	Yes, for Level 1 and Level 2 (low) funding at multifamily housing projects.
74	Email	3/18/2025	Eligibility	Would a customer be eligible for the Charge! program if they were utilizing it for both Workplace charging and public charging? In this application, they would presumably have certain hours where the chargers were available to the public, whereas the other times would be reserved for charging fleet vehicles. Or in this application, would the chargers have to be available to the public 24/7? Alternatively, would the customer be able to apply if the chargers would be used for charging fleet vehicles only?	Yes, private workplace charging is eligible on a case-by-case basis.