



FYE 2016 Charging Station Demonstration Program Application Workshop

Questions & Answers

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**Q:** *What are the differences between the Charge! Program and the EV Charging Station Demonstration Program at the Air District?*

**A:** The Air District is currently providing funding for EV Infrastructure through two separate, but related programs, *Charge!* and the EV Charging Station Demonstration.

[Charge!](#) is a wide-reaching program designed to quickly and efficiently expand the region's network of publicly available charging stations.

The [EV Charging Station Demonstration program](#) is a special, one-time opportunity for public agencies, who want to both install charging stations, and be more involved in studying and publishing information on how their stations are used.

More information on each of the programs, including their requirements, objectives and goals, and funding amounts can be found on their respective websites.

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**Q:** *Can funding from both the Charge! and Charging Station Demonstration Programs be used towards a project?*

**A:** No; applicants are encouraged to apply to both programs, but only funds from one of the two programs may be awarded to a single project.

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**Q:** *Is there a map of eligible sites?*

**A:** Eligible sites must be located within [Air District's jurisdiction](#) and must be an eligible facility (i.e., workplace, destination, and transportation corridor). Also, at least 25% of funding is reserved for locations in [CARE areas](#).

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**Q:** *Would a solar or wind generation component need to be a new project, or can it tie into an existing system? Are there limits to requesting the additional funding for solar/wind? What if the renewable energy system is not owned, but is part of a Power Purchase Agreement?*

**A:** Proposed projects will only be eligible for an additional level of funding for a solar or wind generation component if the generation component will be installed after contract execution. The limits for the additional level of funding for a project including a solar or wind generation component can be found in the Application Guidance, which can be downloaded from the [Program Website](#). Power generated off-site as part of a Power Purchase Agreement are not eligible.

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**Q:** *Is additional funding available if energy storage (related to solar or wind power generation) is provided along with the charging stations to mitigate cost of electricity?*

**A:** No additional funding is made available specifically for energy storage; however, costs associated with energy storage are eligible for reimbursement from this program.

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**Q:** *When will funding from BAAQMD be distributed to project sponsors?*

**A:** The Air District releases funding on a reimbursement basis: 85% of the award will be released after equipment is installed and placed into service, and after submittal of interim status report and invoice. The remaining 15% of the award will be released after fulfillment of the usage requirements and after a minimum of three years of operations.

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**Q:** *Is a non-profit entity considered a public agency?*

**A:** No, for the purposes of this solicitation, non-profit entities are not considered a public agency. Eligible project sponsors include all publicly-funded agencies, such as cities and counties, State agencies, and special districts. However, we would encourage non-profit organizations interested in installing EV Charging stations to either have a public agency sponsor your project or apply for funding through the *Charge!* Program, which is open to all public and non-public entities.

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**Q:** *Would a project that proposes to install EV chargers at a private building be eligible for funding?*

**A:** Yes, a project that proposes to install EV chargers on private property is eligible for funding as long as the project sponsor is a public agency and a minimum of 50% of the project EV chargers are available to the public. More details on minimum project requirements can be found in the Application Guidance, which can be downloaded from the [Program Website](#).

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**Q:** *Is it possible to enter a placeholder for charger costs if the applicant needed to go out to bid?*

**A:** Yes; however, because projects are ranked based on cost-effectiveness, a high placeholder amount will adversely affect your project's ranking. Additionally, we cannot increase the award beyond what is requested in the application, so your maximum funding will be capped at the placeholder amount. We recommend using a quote from a licensed contractor for the placeholder amount; you may switch vendors afterwards for a lower cost.

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**Q:** *What are the requirements for the match, and how does an agency provide proof of the match?*

**A:** Match funds must come from a non-Air District source, be secured, and must account for, at a minimum, 10% of the total project costs. Proof of the match funds can be provided through a board resolution, or through a letter of commitment.

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**Q:** *Does the Air District have preferred vendors?*

**A:** Project sponsors are free to choose the vendor that best fits their needs and budget. The Air District does not make vendor recommendations or endorse any vendors.

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**Q:** *Can you provide examples of what's considered a transportation corridor? For example, would a plaza next to a major freeway be a corridor? Is it an advantage if we fall under multiple facility categories?*

**A:** Chargers at a transportation corridor must be in close proximity (within one mile) to a major roadway; these chargers are designed to give EV drivers the assurance that they can re-fuel when

travelling long distances. Thus to qualify as a project in a transportation corridor, at least one DC Fast Charger must be installed. A plaza located in close proximity to a major freeway is a good candidate for a potential transportation corridor project.

We do not give additional points for projects that can fall into multiple facility categories. We recommend applicants choose the facility type that best matches the intended use of their projects. A full listing of the eligible facility types and their requirements can be found in the Application Guidance, which can be downloaded from the [Program Website](#).

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**Q:** *What is considered a construction-ready project?*

**A:** Construction-ready projects are those that complied with all applicable local permitted authority requirements (e.g., obtained permits, completed CEQA). This program requires that all funded chargers be installed within six months. A full program schedule and timeline can be found in the Application Guidance, which can be downloaded from the [Program Website](#).