

2014 Grant Opportunity for Electric Vehicle Charging Station - Frequently Asked Questions

- **Q1.** BAAQMD grants up to \$4,000 per Level 2 charger. If I have a dual vehicle charger does that count as one or two chargers?
 - **A1.** Dual ports on a charging station would count as two chargers, only if these dual ports are capable of providing a Level 2 charge to both vehicles at the same time. **NOTE:** If CEC grant is awarded, applicants are eligible for funding of up to 75% of eligible cost, not to exceed \$4,000 per Level 2 charger installed.
- **Q2.** We would like to be included in the workplace portion of your solicitation but can't offer that sites as open to the public during regular business hours. Am I right in reading your list of criteria below as saying this this would disqualify us from being involved?
 - **A2.** Chargers must be publically-accessible. Public access shall not be restricted to only certain days and hours.
- **Q3.** Can we use in-kind as match?
 - **A3.** No, in-kind cannot be used as match. Administrative and indirect project costs are neither eligible for reimbursement nor for use as match funding. **NOTE:** Eligible Project Costs include: equipment purchase, construction costs, and operation and maintenance costs.
- **Q4.** Can chargers be located in public paid lots? What about employee permitted lots?
 - **A4.** Chargers may be located in public paid lots, as long as they are accessible to the general public. If the general public cannot access the employee permitted lot, then it is not eligible under this program.
- **Q5.** We have a Civic Center that is comprised of a 3-4 block radius. Just wondering if we already have 3 EV charging stations located in the city parking lot and services patrons of the Performing Arts Building. Would the location of additional stations near our main library be considered an existing use? Or could I submit this location as a new use because it would be servicing the Main Library?
 - **A5.** Based on the example given, the Air District considers this as a new location.

As an example, a large parking area for a company that has several buildings, charging may be located close to one of the buildings. However, another building may use a different area of the parking lot with a different ingress. A charging site convenient to that ingress and building may be requested.

NOTE: The intent is not to add more chargers at a workplace location where there are already chargers, but to establish new workplace charging locations.

- **Q6.** [Redacted] is already participating in a regional grant application being coordinated by the Bay Area Climate Collaborative (BACC). My question for you is, would it be problematic for you if we also asked for funding for some of the same chargers through the BAAQMD proposal?
 - **A6.** Those applicants participating in a regional grant application are asked to submit applications to only one lead agency for the same charging equipment.
- **Q7.** The announcement below says an online application for funding will be posted by 1/14/14. Can you provide a direct link?
 - **A7.** The online application for funding is available at <http://www.tfaforms.com/313829>. Completed application must be submitted online by 10 AM on Monday, January 27th in order to be considered.

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- **Q8.** Can the installation of non-networked charging stations be eligible for the grant, such as those by ClipperCreek?
 - **A8.** Yes, non-networked charging stations are eligible for this grant opportunity; however, applicants would need to define how they would report electricity usage data (e.g., a separate meter) to the Air District.
- **Q9.** In the case of a public garage operated by a municipality, can additional public chargers be installed under this grant? We have 8 public Level 2 charging stations located in various garages in downtown[redacted], which are used an average of 15 hours a day (yes, that's not a typo, fifteen hours a day). Do these qualify as Destination Charging?
 - A9.** The intent is not to add more chargers at a workplace location where there are already chargers, but to establish new workplace charging locations.

As an example, a large parking area for a company that has several buildings, charging may be located close to one of the buildings. However, another building may use a different area of the parking lot with a different ingress. A charging site convenient to that ingress and building may be requested.

- **Q10.** Do you have any leniency regarding extending the period of time on when the work needs to be completed, I believe it has to be completed within 12 months of the agreement being signed.
 - **A10.** Applicant must be able to complete work within 12 months from the date of the agreement. The expectation is that the notice of award will occur during the months of April-June 2014. If awarded funding, the Air District will spend the following months in 2014 to complete contract execution with applicants. Applicants with contracts are then expected to start and complete all work in 2015.
- **Q11.** If that is not possible, do you have another funding cycle coming up in the next year or two, if so we would be very interested in participating in that grant program.
 - **A11.** At this time, the available funding for FYE2015 has not been finalized and it is unknown what type of programs will be available for next year.
- **Q12.** In the PON-13-606 manual, it was stated that minimum is \$50,000 but in the email I received, it is up to 75% of eligible costs, not to exceed \$4,000 per qualifying charger?
 - **A12.** Under PON-13-606, the California Energy Commission (CEC) will review grant applications requesting a **minimum** of \$50,000 per application. The Air District's application to the CEC is expected to exceed the minimum request requirements. If awarded funds, the Air District would provide grant funding to applicants to reduce the cost to purchase, install, operate, and maintain DC fast charge and level 2 electric vehicle charging stations in the Bay Area.

If awarded, applicants would be considered eligible for the following grant amounts:

- For direct current (DC) fast electric vehicle charging stations, up to 75% of eligible costs, not to exceed \$40,000 per qualifying charger installed.
 - For level 2 electric vehicle charging stations, up to 75% of eligible costs, not to exceed \$4,000 per qualifying charger installed.
- **Q13.** We would like to install 2 level 2 chargers with public access with expected cost of \$6-8,000, can you let me know if we are eligible to apply for this Grant?

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- **A13.** Minimum requirements for this grant opportunity are located in the online application: <http://www.tfaforms.com/313829>.
- **Q14.** I went to survey monkey link below, but all it said was to submit application by Jan 27. Is there an issue with the survey monkey?
 - **A14.** All applicants who are interested in this grant opportunity are encouraged to apply by submitting an online application. The online application is available at <http://www.tfaforms.com/313829>. Completed application must be submitted online by 10 AM on Monday, January 27th in order to be considered. The Charging Station Interest Survey is no longer available.
- **Q15.** Can you please send me a list of vendors that you have worked/coordinated with in installing electrical charging stations
 - **A15.** The Air District cannot guarantee or warranty the services of any vendors. However, a list that may assist in the evaluation of charging equipment is available at: <http://www.pluginamerica.org/accessories>. Additional information regarding the installation of electric vehicles chargers can be found at the [Plug-In Electric Vehicle Handbook for Public Charging Station Hosts](#), or by contacting your local Department of Energy Clean Cities Coalition.
- **Q16.** I just want to clarify, that if we wanted to apply for this grant, we would be required to have it publicly accessible 24/7, rather than just accessible to our employees?
 - **A16.** The Charger must be accessible to the general public, and not just to employees.
- **Q17.** Do you have a Sample Letter of Commitment? It was to be posted on <http://www.baaqmd.gov/EVready> today, but I do not see it.
 - **A17.** The Sample Letter of Commitment is now available at <http://www.baaqmd.gov/EVready>.
- **Q18.** As part of the application for DC fast and Level 2 charging stations, applicants must have obtain a cost quote for all project work. Can you please clarify whether the cost quote is a comprehensive number or an estimated number with a 200% variance. The reason for my question is a comprehensive installation quote requires a detail site assessment priced at \$625 as indicated by [redacted]. Can you please advise.
 - **A18.** The Air District will enter into contract with the applicant based on the maximum grant amount in the application. However, the cost quote should support the estimated total **Eligible Project Cost**. Applicant is responsible for any remaining amount after the maximum grant award is applied. It is recommended that the applicant understands all costs associated with the project to avoid unanticipated problems.
- **Q19.** The [redacted] received a **Notice of Grant Application for DC Fast and Level 2 Charging** and wish to know if this is the same as the **Request for Proposals (RFP) for Direct Current (DC) Quick Charger Deployment Program?**
 - **A19.** The Air District is preparing an application to the California Energy Commission (CEC) PON-13-606 that, if awarded, would provide grant funding to reduce the cost to purchase, install, operate, and maintain fast charge and level 2 electric vehicle charging stations in the Bay Area. This is different than the Air District's RFP for the DC Quick Charger Deployment Program.
- **Q20.** For Eligible Project Costs does permitting fall under construction costs?
 - **A20.** Permitting is an Eligible Project Cost.
- **Q21.** Can we have another week to submit the paperwork etc?
 - **A21.** Completed applications must be submitted online by 10 am Monday, January 27, 2014, in order to be considered.

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- **Q22.** It appears as though the deadline to apply has passed. Can we still make an application?
 - **A22.** The deadline to submit applications is this coming Monday, January 27th.
- **Q23.** So this reduces the match requirement to 15%? On part for of the online app it still reads 25% for the letter of commitment?
 - **A23.** This has been corrected. It now reads “...acknowledge that you will provide a minimum of 15% cost-share and funding for any remaining amount after the maximum amount of grant funds have been applied...”
- **Q24.** Can you please tell me if it is required that the car charging stations need to be open to the public in order to be eligible for the grant?
 - **A24.** Chargers must be publically-accessible. Public access shall not be restricted to only certain days and hours.
- **Q25.** Who do you contract with? The construction agency that is performing the work or the company that is applying for the grant?
 - **A25.** The Air District will contract with the charging station owner/operator.
- **Q26.** What is the expected grant time frame to be awarded or contract date?
 - **A26.** The Air District expects the announcements of award from the CEC during the months of April-June 2014. If awarded funding, the Air District will spend the following months in 2014 to complete contract execution with applicants. Applicants with contracts are then expected to start and complete all work in 2015. Applicant must be able to complete work within 12 months from the date of the agreement.
- **Q27.** Can we perform the work outside the scope of the grant/contract date?
 - **A27.** All reimbursable expenditures must be expended within the approved term of the funding agreement. Expenditures may be counted as match share only after the CEC has notified the Air District that its project has been notified of an award.
- **Q28.** Can we install an EV station now, and then when we are awarded the grant install an additional EV station?
 - **A28.** The intent is not to add more chargers at a location where there are already chargers, but to establish new charging locations.

- **Q29.** Also – what does “basic schematic” entail for the map? Layout of the proposed units on the site? It already mentions, buildings, roads, and location of charging site, so it seems that must be specific to the layout of the constructed stations?
 - **A29.** For the purpose of this application, “basic schematic” would mean a map that would identify the location of the station relative to the parking lot, building, and other structures in the area.