

## Charge! Questions & Answers

Question	Answer
<b>Application, Documents, and Other Requirements</b>	
Does the project have to be submitted to a permitting agency?	Grant recipients are responsible for learning about and complying with all applicable federal, state, local laws and regulations (e.g., CEQA, local permits, etc.) throughout all phase of a project's life. In addition, a copy of the local permit to install must be submitted to the Air District along with the reimbursement request.
Does the estimate have to come from a licensed contractor with a specific license? What if the licensed contractor changes after application submission?	Applications must include cost quotes provided by a licensed contractor bonded with the State of California. Project sponsors may change contractors after submission of the application as long as the new contractors are also licensed and bonded. However, if other aspects of the project also change, the award amount may be changed and project sponsors should contact the Air district prior to making any changes to an approved project to find out whether the proposed changes will impact or jeopardize their award.
May an entity submit multiple applications for the same grant program?	Yes; however, the total amount of funding requested should not exceed the Maximum Grant Amount per applicant. The Air District may choose to combine multiple applications into a single project.
Can one applicant submit separate applications for different awards?	Yes; applicants wishing to apply for funding through different grant programs must submit separate applications. For example, charging stations and PEVs are funded through different programs.
What sort of documentation is required to prove authority to apply?	Documents that must be included in the application packages as the Evidence of Authority to Apply and Implement Project are specified on page 5 the <a href="#">Charge! Program Application Guidance</a> , and it is the responsibility of the applicant to comply with their own agency's application requirements.
What is the purpose of requiring a W9?	W9 is required by the Air District and the Internal Revenue Service (IRS)
Are there any samples of signed letter of commitment and/or signed resolution?	A sample letter of commitment will be posted to the <i>Charge!</i> Program website.
Is upgrading existing chargers eligible for this funding?	No; however installing new qualifying charging ports to existing chargers may qualify for funding.
<b>Eligible Costs, Grant Award, Match Funds, and Payment</b>	
What goes into the Total Eligible Project Cost and the Request Per charger fields in the Charger Information of the application? How the grant award amounts would be determined?	Applicants should refer to the <a href="#">Charge! Program Application Guidance</a> to determine what costs are eligible and which are ineligible (page 8 - 9). The Request Per Charger or the grant award can be the Maximum Award per Charger in Table 1 of the Guidance or prorated based on the estimated usage and the Total Usage Requirement which is also in Table 1 subject to the 75% limit of the Total Eligible Cost (minus funding from other sources).
Can the Air District provide more funding for Level 1 and Level 2 chargers?	Funding Award limits for the Charger Types are limited based on the cost-effectiveness of the emissions reductions achieved by operating cleaner zero/partial-zero emissions vehicles. The operation of the charging station can meet these emissions reduction requirements in a minimum of three years and a maximum of 5 years.

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<p>Are there a maximum or minimum number of chargers that an application can include?</p>	<p>No; however, the number of chargers that can be included in one application will be limited by the maximum grant award amount specified in the <a href="#">Charge! Program Application Guidance</a>.</p>
<p>How much match funds are required? What sources count as matching funds? Will providing additional matching funds beyond the minimum affect the selection process?</p>	<p>The applicant is responsible for providing matching funds to pay for the eligible expenses in excess of the grant award amount and for all costs that are not eligible costs that are part of the project sponsor's project. Applications are evaluated on a first-come, first-served basis; the Air District does not prioritize projects based on projects providing a higher match. <a href="#">Self-Generation Incentive Program</a> (SGIP) and other incentives, credits, rebates/grants need to be subtracted from Total Eligible Cost before calculating matching fund and Charge! Program funds.</p>
<p>Does the state loan program for small businesses count as additional incentive funds?</p>	<p>No, a loan that would need to be repaid to the lender is not an incentive.</p>
<p>When the Air District will make the payment?</p>	<p>The Air District will pay 85% of the eligible award amount when all the charging stations are installed and available for use, which should be within 12 months from the date the funding agreement is executed. The Air District will pay the remaining 15% after the final annual report is received and all requirements have been met.</p>
<p><b>Usage Requirements, Grid Demand Offset, and Additional Funding</b></p>	
<p>How were the usage requirements determined? Is each charger required to meet the usage requirement?</p>	<p>Usage requirement is tied to the amount of zero-emissions miles that will be driven; the emissions reduction is calculated based on the amount of award and the cost-effectiveness (\$ per ton of emissions reduced) required by the Air District's policy. The emissions reduction is then converted to vehicle miles travelled which is then converted to electricity needed which is the usage requirement. Each project is required to meet the usage requirement and the usage of chargers for the same project can be combined to satisfy the total usage requirement for that project. Moreover, the number of years to meet the usage may be extended from three to five years.</p>
<p>How the reimbursement to the Air District is determined if usage requirement is not met?</p>	<p>The ratio between the actual usage and usage agreed in the funding agreement will be used to calculate the reimbursement against the entire award. Note that grant recipients who do not meet the usage requirements in three years, have an additional 2 years, for a total of 5 years, to meet their e usage requirements.</p>
<p>How will the usage requirements be tracked and verified? Can one meter be installed and used to monitor the usage of a bank of chargers? Can a third party electricity meter be used what accuracy is required, and where should the usage be measured?</p>	<p>A single meter can be used to monitor all chargers, if all the chargers in the bank are funded through the Charge! Program. Third party electricity meter may be used. The meters should meet or exceed American National Standard for Electricity Meters - accuracy and performance (ANSI) C12 or International Electrotechnical Commission (IEC) 62053-22. The meters should be installed where the electricity used to charge the vehicle can be accurately measured. Grant recipients will be responsible for self-reporting usage for a minimum of three years or until the usage requirement is met. The Air District will be conducting inspections of a certain percentage of grant projects.</p>

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<p>How much additional funding is available if the chargers offset grid demand? How does the additional funding for energy storage work? Why does it have to be combined with a renewable power source?</p>	<p>Per the <a href="#">Charge! Program Application Guidance</a>, the maximum award per charger is increased by 50% for projects that propose to generate at least one-third (1/3) of their usage requirement over a three year period. The maximum award per charger is increased by 100% from the amount specified in in Table 1 of the Guidance for projects that propose to either generate at least two-thirds (2/3) of their usage requirement over a three year period, or that propose to generate one-third (1/3) of their usage requirement and incorporate a battery storage system capable of storing, at a minimum, the average amount of power generated in one day. Battery storage without solar and wind power does not qualify for eligible funding because it does not reduce emissions directly. However, battery storage may be eligible for other funding such as <a href="#">Self-Generation Incentive Program</a> (SGIP).</p>
<p>Can I qualify for the Grid Demand Offset additional funding if I connect the chargers to an already existing solar installation?</p>	<p>Applicants do not qualify for Grid Demand Offset if the chargers will be connected to an already existing solar installation. Costs incurred prior to the execution of a Funding Agreement are not eligible for reimbursement or for use as match funding</p>
<p>Do the chargers have to be free to use? If not, are there any restrictions on pricing and payment options?</p>	<p>Per the <a href="#">Charge! Program Application Guidance</a>, public agencies that install charging stations shall have the ability to collect fees from station users/customers (e.g., pay-for-use, pay at parking garage.) Charging station owners/hosts may seek cost-recovery from users of the charging station in order to defray costs for maintenance and operation of charging station. The payment requirement has been revised to clarify that if payment is required to access or use the charging station, subscription fees or memberships are allowed but stations at Transportation Corridors, Workplaces, and Destinations must also be capable of accepting payment from non-members (e.g., credit cards, or other forms of on-demand payment).</p>
<p><b>Charger Types and Locations</b></p>	
<p>Is DC Fast Charge becoming a standard yet? What type of vehicle can use the DC Fast Charger?</p>	<p>Many auto manufacturers have adopted one of two standards for DC Fast Charging: the Society of Automotive Engineers (SAE) J1772 Combo and CHAdeMO. Applicants will need to complete their own research to see which standard an auto manufacturer has adopted.</p>
<p>Is installing a NEMA receptacle that provides at least 1.4kW without a full EVSE eligible?</p>	<p>The requirements of Level 1 Chargers are defined in Appendix B of the <a href="#">Charge! Program Application Guidance</a>. Receptacles that meet the definition for Level 1 Chargers can qualify for grant funding.</p>
<p>Please clarify the open protocol standard requirement.</p>	<p>Air district staff has revised the communication protocol requirement. If charging station, including Level 1, is networked, then it shall use an open communication protocol.</p>
<p>Are projects with a charger type not listed in the guidance (e.g., a Tesla Charger, a 19.2 KW AC Charger, or a portable off-grid charger) eligible for this funding?</p>	<p>Applicants may request a case-by-case (CBC) evaluation by submitting additional information to describe their CBC situation and picking the "I am requesting a case-by-case evaluation for this project" option at the end of "EVSE Information" section of the application. The Air District will contact applicants if additional information is needed.</p>
<p>Can one agency receive funding for multiple sites?</p>	<p>Yes. Please use the "add a location" button under Part B of the application to include additional locations.</p>

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Please clarify the types of locations that are eligible for funding? Could a location be classified under multiple categories (e.g., both a workplace and a destination)?	The locations that are eligible for funding are listed under Eligible Facility Categories in the <a href="#">Charge! Program Application Guidance</a> . Applicants with sites that can be classified under multiple categories must choose the one that fits best.
What types of chargers can be installed at each location?	Any combination of DC Fast Charger, Low KW DC Fast Charger, Level 2, and Level 1 may be installed at workplaces, multi-dwelling units, and destinations. Transportation Corridors must install, at a minimum, one DC Fast Charger, and Level 1 chargers installed at Transportation Corridors are not eligible for funding.
Do the chargers have to be accessible to the public?	The chargers must be accessible and available to use by the general public, with the exception of those that are installed at MDUs. Charging stations installed for multi-dwelling unit (MDU) charging projects are not required to be accessible to the public.
Can the charging station be relocated to another location during the program?	No, The Funding Agreement (contract) between the Air District and the Project Sponsor (applicant) will specify the location of the facility, the number of chargers at each facility, and the type of charger at each facility. Any changes to the Agreement will require an amendment. These amendments will be evaluated on a case-by-case basis by the Air District.
For MDUs, does it need to be an existing building or is new construction eligible too?	Charges installed at both existing and new constructions are eligible for funding. However, only costs that are directly related to the installation of the charging station and incurred after the execution of a Funding Agreement are eligible for reimbursement
For MDUs, can chargers be installed in the private parking spaces and can the individual homeowners be responsible for the meters and for maintaining the charging stations?	The charging stations may be assigned to individual homeowners for them to use. However, one project applicant is needed to apply for the funding for these charging stations, and will be responsible for meeting all the requirements specified in the <a href="#">Charge! Program Application Guidance</a> including the \$10,000 minimum Grant Amount, the usage requirement (9,000 kWh for a Level 2 charger), monitoring and reporting requirement, etc.
Can the 10-mile limit for Transportation Corridor Project be reduced?	In cases where a the proposed Transportation Corridor Facility is closer than 10 miles driving distance, the applicant is asked to provide evidence that the nearest existing location is not sufficient to meet the demand for charging in the proposed corridor.
<b>Other</b>	
Is there a vendor or brand that you suggest/require for this program?	The Air District does not favor, endorse or suggest vendors for this program. However, the Air District may provide the public vendor information that is made available to the Air District.
Is it possible to arrange a review of an application with a BAAQMD representative prior to officially submitting the application?	The Air District encourages applicants to review their projects with a District representative prior to submitting an application. Please contact that Air District for more information.
What happens to the chargers after meeting the usage requirements?	It will be up to the project sponsors' discretion whether to continue, change or terminate the operation of the charges after all the requirements in the funding agreement are met.