

Topic	Question	Answer	Date Received	Source
Application	Are the applications first-come / first-serve or are you scoring all applications after the application period closes?	The application process is competitive, all applications will be scored and ranked after the application deadline.	12/14/2021	Webinar
Application	Want to confirm CalEnviroscreen 3.0, as 4.0 became available as of Oct. 2021.	Yes, CalEnviroscreen 3.0 will be used for the FYE 2022 Charge Program.	12/14/2021	Webinar
Application	If we have permission to apply for this program from site hosts, would we create an account with their info or ours?	It depends on who the project sponsor will be – this is the entity that will enter into a contractual agreement with the Air District and will be responsible for meeting all the obligations in the contract.	12/14/2021	Webinar
Application	Did you say large projects over \$1M will get priority over smaller ones?	No, the project scope does not correlate with the project's score and rank. Please review the evaluation criteria on Table 5 of the 2022 Charge Program Guidance.	12/14/2021	Webinar
Application	Is the \$1M minimum a per site minimum, or is that per applicant/organization across a portfolio of sites? Can we aggregate separate projects to equal \$1M?	You can aggregate separate sites into one project, and the project must qualify for a minimum of \$1M in funding.	12/14/2021	Webinar
Application	As in previous solicitations, can we provide a copy of a lease agreement in lieu of the site ownership verification form?	Yes, lease agreements are acceptable.	12/15/2021	Email
Contracting and Reimbursement	What are the reporting requirements for the charging stations?	Please refer to Attachment C in the sample contract template for reporting requirements: https://www.baaqmd.gov/-/media/files/strategic-incentives/tfca/charge/sample-charge-contract-template.pdf?la=en	12/14/2021	Webinar
Contracting and Reimbursement	What reporting is needed throughout the 3-4 years the chargers are operational, just the kWh dispensed?		12/14/2021	Webinar
Contracting and Reimbursement	What is your expected date or month that the awards will be announced?	We expect to announce awards in Summer 2022.	12/14/2021	Webinar
Funding	I'm here on behalf of a charging equipment provider. In regards to the minimum funding, all of our projects have to equal to 1M - 2M? This could be multiple projects, correct? You'll be choosing up to a max 7 rebate recipients?	Government sponsored projects, as well as projects exclusively at multi-unit dwellings must qualify for a minimum of \$10,000 in funding, while all other entities must qualify for a minimum of \$1M. If you are working on a project that is not government-sponsored and is not located at multi-unit dwellings, each application can include various project sites and the application must meet the \$1M requirement. There is \$7M in funding for the 2022 Charge Program and no single applicant can receive more than \$3M. The projects' scores/rank, and funding availability will determine the total number of projects we can fund this cycle.	12/14/2021	Webinar
Funding	Is it only the MUD project can stack other rebates, can other type of the projects stack rebates?	Only multi-unit dwellings can stack other incentives. All other project types cannot stack incentives.	12/14/2021	Webinar
Funding	The Charge Program offers a variety of incentive amounts depending on (a) the charging station type, (b) the energy usage, and (c) if the charging station uses solar energy and/or is located at a multi-unit dwelling or AB 617 community. For dual Level 2 charging stations, which the County most frequently uses, the Charge Program offers \$10,500-\$12,000 if the project meets the energy usage requirements and is in an AB 617 community. As part of the Full Cost Recovery Analysis for the County's EV User Fees, the Controllers Office found that Level 2 stations cost roughly \$20,000/port or \$40,000/dual station just to implement. Could BAAQMD increase the funding amount to get closer to the true cost of implementing charging stations.	Charge! has always been a cost-share program and not intended to cover the total project cost or total cost of ownership. We'd be interested in seeing their analysis to see more of the details of their total cost of implementation – they may have included some operational costs and fees that we don't/can't cover. These funding levels are similar to what is offered to other programs, and we're aware that larger projects that require trenching, parking lot adjustments, electrical hardware upgrades, etc. will mean that the Grantee's portion of the project will be greater. Finally, we have limited annual funding and a huge need for publicly accessible infrastructure so large increases to the funding levels will reduce the number of chargers we'll be able to install.	12/10/2021	Email
Funding	Projects must qualify for at least \$1,000,000 in program funding. Grantees who modify the scope of their project post-award in any way that reduces their award to below the \$1,000,000 threshold may have their entire project and award cancelled. Can BAAQMD remove this requirement?	The \$1,000,000 limit does not apply to all projects, we set a \$10,000 project minimum for multi-family buildings and government sponsored projects. "Government sponsored and projects exclusively at multi-unit dwelling locations must qualify for at least \$10,000 in Charge! Program funding."	12/10/2021	Email
Funding	Funding is currently open to all types of organizations: Typically private sector businesses are able to take advantage of the funding before government agencies can because of the a government's internal approval processes and longer lead times before the infrastructure is installed. Can BAAQMD add more funding dedicated to government fleets with program timelines being in two-year increments.	This has been an annual program since 2016, and part of the reason we started the public comment period this cycle was to signal to the region that this program is coming and to give them some time to start thinking about their projects. We have approved a number of grants for government agencies that have been able to make this format work. We are not currently proposing a carve out for government fleets, these fleets typically have lower usage, may not be publicly accessible, and there are huge charging needs in other areas like multi-family buildings.	12/10/2021	Email
Funding	Are fleets eligible for the Plus Up options?	Yes, they would be eligible for dual-port and solar plus-up funding.	12/8/2021	Email
MUD	Can a non-affordable housing multi-unit building w/deeded parking apply if a charger will be accessible to all parking spaces? I.e. 14 chargers would reach 48 spaces.	Assigned parking and deeded parking spaces are not eligible. The Air District may allow deeded or assigned parking spaces for affordable housing sites or below market rate units located in a disadvantaged community at its discretion.	12/14/2021	Webinar
MUD	"No usage requirements for multi-unit dwellings" clarification: In our multi-unit, low income dwelling, we have just a couple of plug-in hybrids now, but want to put in chargers in anticipation of converting to mostly EVs. We are planning for the future. Would we receive 100% of our funding after installation is complete without the 3 year usage report? Are we restricted in the number of charging stations we apply for?	You would have to provide an estimated usage in the application, however, there is no 'hard' usage requirement. You would still have to submit usage records and reports in order to receive the full grant amount.	12/14/2021	Webinar
MUD	Are affordable housing MUD applications held to the same usage standards at the end of the three year period as other projects? I.e. if an affordable housing applicant does not meet the usage requirement, do they need to return a percentage of the grant funding?	No, MUD projects in AB617 communities provide an estimated kWh usage in the application and that will be used as the requirement, as opposed to the usage requirements outlined in Table 1 that have to be met by other project types.	12/14/2021	Webinar
Other	One bullet has a requirement that THE installer must be EVITP certified. The other bullet says that 25kw+ required at least 25% must be ON STAFF. I thought the 25kw+ installers must have at least 25% EVITP Certified.	Project EVITP requirements align with Assembly Bill 841 and CA Public Utilities Code 740.20. If the electric vehicle charging infrastructure and equipment to be installed supplies charging ports with 24.9 kilowatts or less and no charging ports supplying 25 kilowatts or more, then it will be installed by a contractor with an appropriate license classification, as determined by the Contractors' State License Board, in good standing, with at least one electrician on each crew at all times during work hours who holds an Electric Vehicle Infrastructure Training Program (EVITP) certification. If the electric vehicle charging infrastructure and equipment to be installed supports at least one charging port supplying 25 kilowatts or more, then it will be installed by a contractor with an appropriate license classification, as determined by the Contractors' State License Board, in good standing, with at least 25 percent of the total electricians working on the crew, at all times during work hours, holding EVITP certification.	12/14/2021	Webinar
Other	Will you publish an updated list of project beneficiaries?	The rank list for the FYE 2021 cycle can be found here: https://www.baaqmd.gov/-/media/files/strategic-incentives/tfca/charge/2021_charge_rank_list-pdf.pdf?la=en	12/14/2021	Webinar

Other	Are charging companies still able to be added to the Interested Partners list?	Yes. Please send the information below to dfung@baaqmd.gov - Name, title, phone number, email of contact person - Company name, website, address - Project types of interest - Regions (cities/counties) of interest	12/14/2021	Webinar
Other	Do you have a tool that can help us estimate the usage of each charger?	We currently do not have a tool to estimate the usage of each charger. We recommend that you work with an EVSE supplier to select the charger type that fits your project's needs and estimate potential usage.	12/14/2021	Webinar
Other	What is the name of the program again for the school buses?	The Carl Moyer Program can fund eligible school bus replacement and infrastructure projects: www.baaqmd.gov/moyer	12/14/2021	Webinar
Project and Equipment Eligibility	If we place charging stations at school bus yard, would that qualify?	If the charging stations are intended for charging electric school buses, then the project would not be eligible for the Charge Program. If you are installing EV chargers for school bus yard staff to charge passenger EVs, then that could be eligible for funding.	12/14/2021	Webinar
Project and Equipment Eligibility	Can EV funding be used towards the purchase of utility trucks, or just administration-type vehicles?	The Charge! Program supports EV chargers for light-duty EVs with a gross vehicle weight rating (GVWR) of 8,500 lbs or lighter.	12/14/2021	Webinar
Project and Equipment Eligibility	Is this program available for school buses and or commercial and transit vehicles?	The Charge! Program supports EV chargers for light-duty EVs with a gross vehicle weight rating (GVWR) of 8,500 lbs or lighter. The Air District has other incentive programs that can provide funding for eligible school buses, commercial, and transit vehicles. Please visit: www.baaqmd.gov/moyer for more information.	12/14/2021	Webinar
Project and Equipment Eligibility	Do we need to already own electric vehicles or already have e vehicles on order to qualify?	No. However, depending on the project type, your project may be subject to charger usage requirements. In order to meet the usage requirements, you should have plans to incentivize EV adoption.	12/14/2021	Webinar
Project and Equipment Eligibility	Do workplace facilities need to be publicly accessible?	Charging stations that support private fleets may be exempt from public accessibility requirements at the Air District's discretion. For private chargers, you'll need to submit an inventory of EVs as well as a projection of future EV adoption.	12/14/2021	Webinar
Project and Equipment Eligibility	While most County EV charging stations are available to employees and the public, this requirement requires us to exclude any potential projects that would provide EV charging primarily for fleet vehicles that are located in secured parking lots. Can BAAQMD remove this requirement or requirement only a portion of the stations to be available to the public.	The purpose of the program is to help build out a publicly accessible, regional charging network and we will prioritize projects that support this. We realize that there are some good projects that can't provide this access and we've included case-by-case flexibility in the guidelines for these to be considered. "Charging station located at multi-unit dwellings, multi-unit dwellings in Environmental Justice communities, and to support private fleets may be exempt from public accessibility requirements."	12/10/2021	Email
Project and Equipment Eligibility	If energy storage is included in the charging system to achieve cost and operational benefits, is the energy storage cost included in the grant cost reimbursement?	Battery storage hardware is eligible for the Solar Plus-Up funding (\$1 for every watt of solar capacity newly installed, up to \$4,000)	12/14/2021	Webinar
Project and Equipment Eligibility	Hi, my business entity type is "sole proprietorship." Is my business eligible to apply?	Yes, note that your project will need to qualify for a minimum of \$1M in funding.	12/14/2021	Webinar
Project and Equipment Eligibility	The list of Eligible Project Costs includes hardware but not any software. Are software costs as a required function of the charging included in the grant costs or not?	Only initial/start-up software costs are eligible for reimbursement. Software subscription costs are not eligible.	12/14/2021	Webinar
Project and Equipment Eligibility	A slide said that chargers must be "grid-tied" I spoke to BAAQMD staff and was told that was not the case. The Beam EV ARC is off-grid with integrated solar (eligible for adders) and I was told that is eligible.	Mobile charging stations are eligible to apply and will be considered on a case-by-case basis.	12/14/2021	Webinar
Project and Equipment Eligibility	You mentioned that the \$1M minimum can be spread over different sites, does the site owner have to be the same company/person, or can the different sites be owned by different people/companies and aggregate towards the 1M funding minimum?	The site owner can be different companies/people in order to meet the minimum \$1M requirement.	12/14/2021	Webinar
Project and Equipment Eligibility	Is Stockton included in your geographical area?	No. Stockton is part of the San Joaquin Valley Air Pollution Control District's jurisdiction.	12/14/2021	Webinar
Project Sponsor - Site Host	How can MUD property owners/managers find EVSE service providers?	Please reference the Interested Partners List on the Charge Program website www.baaqmd.gov/charge	12/14/2021	Webinar
Project Sponsor - Site Host	What is the benefit of applying through a partner versus separately?	The project sponsor is the party that will be required to meet all contractual obligations of the funding agreement, for example reporting requirements. Applying through a partner would mean that the partner would take care of these obligations.	12/14/2021	Webinar
Usage Requirement	The Charge Program requires level 2 stations to use at least 9,000 kWh of energy over 3 years for single ports and 12,000 kWh of energy over 3 years for dual ports. This energy usage requirement exceeds the usage at many of our existing sites. At some County facilities, due to teleworking, we see a noticeable decrease in EV charging. Can BAAQMD reduce or remove the energy usage requirement. PG&E, for example, only requires monthly energy reports with no minimum usage requirement.	Our usage limits are tied to the cost-effectiveness limit set by the Board for the program, so we can't lower the usage much beyond what is shown in our guidelines.	12/10/2021	Email
Application	What information do fleets need to provide in their application to not be required to have publicly accessible chargers? Is it the same as last year?	Charging stations that support private fleets may be exempt from public accessibility requirements at the Air District's discretion. For private chargers, you'll need to submit an inventory of EVs as well as a projection of future EV adoption.	12/8/2021	Email
Funding	Do fleets qualify for less funding if their project is for private charging or the base amount?	Fleets can qualify for the base amount of funding and applicable plus-ups (dual port, solar).	12/8/2021	Email

Funding	Would you give us a little more information on solar panel and battery storage funding/restrictions to combine with our new charging stations?	Charging stations that are installed with a new solar power installation at the same physical location are eligible for up to \$1 of funding for every watt of solar capacity added, up to a maximum amount of \$4,000 for the entire project. To be eligible for this Plus-Up, each additional port must deliver the additional usage required in Table 1 over three years, which is added to the usage requirement for each station. For projects that qualify for solar power plus-ip funding, costs for the following items are also eligible: solar panels, inverters, and battery storage hardware, including tax and shipping fees; and labor and materials directly related to the installation of power generation and battery storage equipment.	12/14/2021	Webinar
Project and Equipment Eligibility	You mentioned hardware necessary for monitoring use of the EVSE is covered in the grant. Can you give an example of what the "hardware" in the case means?	Hardware equipment separate from the charging station used to record the kWh dispensed from the equipment to PEVs (e.g., separate meter, data logger).	12/14/2021	Webinar