



Light Duty Infrastructure 2021 Funding Opportunity Q&A
Last updated 6/11/21

1. Can we layer incentives, Edison's Charge Ready Transport?

Co-funding with state, federal, local, non-profit, or private revenue sources is encouraged. In your budget, show all sources of funding, broken up by line item, and showing only Eligible Costs.

Charging sites must fill geographic gaps not met by SB350, Electrify America, and California Energy Commission Programs. The Southern California Edison's Charge Ready Transport Program is a program approved by the CPUC under SB350, and therefore would not meet this criterion.

2. Are we penalized for larger projects even if the site host volunteers a higher percentage of cost share? Are projects rated higher if they are smaller?

No, charging sites will be ranked based on the requested VW Trust funds and the maximum charging capacity (kW) at each site, where a lower amount of funds requested coupled with a higher charging capacity will be ranked more highly. See "Evaluation Process" in the solicitation for more information.

3. Will cost sharing a higher percentage award us higher ranking?

Charging sites will be ranked based on the requested VW Trust funds and the maximum charging capacity (kW) at each site, where a lower amount of funds requested coupled with a higher charging capacity will be ranked more highly.

4. Are utility incentives considered a part of cost sharing?

Yes, all funds that are not VW Trust funds can be considered as match/co-funding. In your budget, show all sources of funding, broken up by line item, and showing only Eligible Costs.

5. Does VW keep the LCFS credits for 3 years or for the operational life of the chargers?

VW does not keep any Low Carbon Fuel Standard (LCFS) credits generated by the funded charging stations. Contractors/Project Beneficiaries may claim all LCFS credits generated by the charging stations funded through this Program.

6. What if the project is larger than \$4 million, can we apply to cover part of the project?

Applicants may apply for up to \$7.5 million in Trust funds by submitting one or more lists. The Air District will cap the award to any one applicant at \$4 million.

7. Is there a limit on different addresses per application?



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No, there is no limit on how many addresses you can submit per application. However, each list is limited to proposals requesting up to \$2.5 million.

8. Is there preference for installations on Indian tribes?

No. Charging sites on Indian tribal lands are eligible, if they meet all other requirements, and will be ranked and scored based on the evaluation criteria described in the solicitation.

Note that the Court approved two Trust Agreements: one for the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico, and one for the separate \$55 million allocation for federally recognized Indian tribes in the U.S. For more information about the Trust Agreement for Indian tribes, visit: www.vwenvironmentalmitigationtrust.com/tribe-trust and <http://www7.nau.edu/itep/main/volkswagenselement/>. Tribes located in California are eligible to apply for funds from both California's Trust allocation and the separate allocation for Indian tribes.

9. I am looking for EVSE funding for police and fire department vehicles that will not be publicly accessible.

This program does not require charging stations to be publicly accessible for workplaces and MDUs. To sign up to be a project beneficiary, enter your information on [this form](#). A list of project beneficiaries will be posted online and will be available for applicants to contact and include as part of their application. For other funding opportunities, you can connect with your local air district to hear about other incentive options.

10. Is there an application portal we can start submitting projects?

The application portal is available online at https://cleanairgrants.fluxx.io/user_sessions/new.

11. Will there be a list of the contractors that we can contact?

No, applicants/potential contractors will be contacting the project beneficiaries.

12. So, if I am reading this correctly, an apartment owner who wants to put EV charging stations in their properties, need not apply unless they have a need for a minimum of 200 Level 2 machines?

An apartment owner can sign up to be a project beneficiary. They would need to partner with an applicant who can include them as part of their application. The project beneficiary sign-up form is [available online](#). This list will be published (and updated frequently) on the [California VW website](#).

13. Can you please send me draft guidance on this program. What is the geographic area for the project to be eligible. Can you provide list of cities or zip codes?



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The solicitation is [available online](#).

A list of eligible geographic areas is not available. Projects must be located in California and must fill geographic gaps not met by SB350, Electrify America, and California Energy Commission Programs. Applicants are required to discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and to provide any supporting evidence that substantiates the need of the proposed stations in the narrative. Additionally, projects may not be located on property belonging to religious institutions.

14. Do we need to be added to any required equipment supply list in order to apply for this grant?

No.

15. Am I reading the guidance correctly that the Tesla connector is eligible under DCFC?

Yes, a standard connector, such as a Tesla, CCS, and CHAdeMO connector, is eligible.

16. Would businesses on tribal lands be classified as government owned sites?

Tribal lands are considered government-owned property and charging sites on Indian tribal lands are eligible under this solicitation if they meet all other requirements.

Note that the Court approved two Trust Agreements: one for the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico, and one for the separate \$55 million allocation for federally recognized Indian tribes in the U.S. For more information about the Trust Agreement for Indian tribes, visit: www.vwenvironmentalmitigationtrust.com/tribe-trust and <http://www7.nau.edu/itep/main/volkswagensettlement/>. Tribes located in California are eligible to apply for funds from both California's Trust allocation and the separate allocation for Indian tribes.

17. Could you please provide additional information on the CEQA Compliance Requirements?

Many of our Project Beneficiaries will be public entities since publicly available government owned sites receive a rebate of 100% project costs. Our understanding is that public entities are often exempt from CEQA. Would a Notice of Exemption be required for each government owned site? In general, it seems Negative Declarations would be acceptable for all other sites as electric vehicle charging from California's predominantly renewable energy grid will not have a significant effect on the environment when compared to fueling vehicles with gasoline or diesel.

All Contractors and Project Beneficiaries will need to comply with CEQA. If an entity is exempt from CEQA and is required to file a Notice of Exemption, then that entity will have complied with CEQA after filing is completed. Please check with each local jurisdiction on CEQA requirements.

18. If a workplace installs chargers that are accessible to the general public at least 250 days a year during regular business hours, is this site eligible for the 80% of project cost rebate?



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The maximum funding for eligible chargers at privately owned properties and that are accessible to the public is 80% of Eligible Costs.

19. Is there anything that project beneficiaries can do to be more appealing to the applicants and/or the VW administrators? Is there a minimum # of chargers that need to go into a given location?

Project beneficiaries will have certain requirements as laid out in the solicitation. Be sure to review the [solicitation](#) to make sure that you can commit to the Program requirements.

The best way to connect with applicants is for project beneficiaries to sign up on the VW Light Duty Infrastructure Website. Once applicants reach out, project beneficiaries can discuss what would be more appealing for them.

There are requirements regarding chargers and locations – please review the solicitation for details.

20. How popular is the program? Have you received multiple applications? Are you expecting many applications?

The VW administrator seeks to award up to \$5 million in Trust funds to approximately 2-10 applicants through this solicitation. This is a competitive solicitation and applications are due by 5PM on July 15th, 2021. The VW administrator will look at applications only after this deadline and cannot share additional details about the applications.

21. Are schools and universities eligible to apply as government or municipally owned facilities?

School district and public university properties are government-owned properties, but private school/university properties are not.

22. Do you consider forklifts and other off-road vehicles as part of this solicitation?

No, this solicitation is for light-duty EV charging stations only. For other categories such as forklifts and other off-road equipment, visit www.californiavwtrust.org for more information. Note that the solicitation for the [Zero Emission Freight and Marine](#) category is scheduled to open on May 25, 2021.

23. Will the vendors OWN the infrastructure? The guidelines mention ownership transfer is possible at some point, which makes it seem like the cities will have NO CONTROL over the stations at all.

The Contractor can either own the charging equipment or pass the ownership to the Project Beneficiary. If the Contractor chooses to pass ownership of the charging equipment to the Project Beneficiary, the Contractor is still responsible for implementation, operation and

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maintenance, and data reporting of the station for the contract term. Any agreements regarding change of ownership between the Contractor and the Project Beneficiary must be approved in advance by the VW Administrator.

24. Is there a funding or station limit per beneficiary? How do the beneficiaries know how many stations to request?

No, there is no limit per project beneficiary. Entities interested in becoming project beneficiaries will need to sign-up using this [online form](#). Potential applicants may reach out and work with you to determine and finalize the scope based on charging demand, energy capacity, and costs.

25. Will each vendor applicant include ALL project beneficiary requests in their application? Does the applicant decide which project beneficiary project to include?

Applicants decide which project beneficiaries to include in their application.

26. What is the deadline for project beneficiaries to sign up? Presumably, after some date, their request will be too late.

The project beneficiary list will be published (and updated frequently) on the program website at <https://www.californiavwtrust.org/ev-infrastructure/>. Although there is no deadline, we recommend that you sign up early so that potential applicants can contact and work with you sooner to increase your chances in being included in an application.

27. The guidelines mention geographic gaps – where are these identified?

Charging sites must fill geographic gaps not met by SB350, Electrify America, and California Energy Commission Programs. Proposed stations that are already funded or will be funded by these programs are ineligible. Applicants must discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and provide any supporting evidence that substantiates the need of the proposed stations in the narrative.

Additionally, if the program is oversubscribed, after initial review as laid out in the solicitation, the VW Administrator will prioritize charging sites located in counties with a higher need of charging infrastructure by 2025⁵ compared to what is currently available⁶. Details on this are available in the solicitation guidance.

28. Who is responsible for CEQA – the vendor or the project beneficiary?

The Contractor is responsible for CEQA (among other implementation tasks) but the project beneficiary may need to work with the Contractor to ensure compliance.

29. The vendors will be engaged with a contract – what mechanism will engage the project beneficiary?



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The VW Administrator will enter into contract with the applicant ("Contractor"). The Contractor will enter into contract with the project beneficiary.

30. Are there options for the project beneficiary to operate and maintain the stations? Who gets the fees generated by the stations?

This can be negotiated between the Contractor and the Project Beneficiary. If the Contractor chooses to pass operation and maintenance of the charging equipment to the Project Beneficiary, the Contractor is still responsible for operation and maintenance (and implementation and data reporting) of the station for the contract term, based on the contract between the VW administrator and the Contractor.

31. It appears that the vendors will have control over prioritizing stations, is that correct?

Prioritization is decided by the applicant. The applicant may work with the project beneficiaries to make that determination.

32. If a vendor's application doesn't pass the initial screening, will that eliminate the project beneficiaries in their application?

All applications will undergo an initial screening process for eligibility and completeness according to the criteria set forth in the solicitation. If the applicant does not pass the initial screening, then the entire application, including the project beneficiaries, will be rejected.

33. Buried in the guidelines (p. 16) is a mention that letters of commitment are required from project beneficiaries – what are the other requirements? This is not listed in the sign-up form. What is the content requirements of these letters? Who should they be sent to?

Applicants will upload the letters to the online application portal. A template is available on the [California VW website](#) (see "Required Supporting Documentation").

34. In the VW Trust Solicitation Guidance it says contractors must designate parking spaces for "EV charging use only," can you please explain why this is necessary and if this is an absolute requirement?

One of the goals of this solicitation is to maximize charging opportunities. This requirement is meant to prevent a situation where an EV driver needs to charge but is unable to because a non-EV is parked.

35. Also, I have not seen a FAQ published yet on the website so could you please let me know when/where that will be available?

This Q&A document is now posted on the [California VW website](#).

36. Where can the list of Interested Vendors/Contractors be found?



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See response to Question 11.

- 37. Referring to pg-8 II.G.3: after "contractual obligations are met" then is there no more obligation to replace the units?**

Correct, there are no further obligations after all contractual obligations are met.

- 38. pg-8 II.G.1: What is the definition of "maintain and operate"?**

The Contractor must maintain and operate all funded equipment in service for a minimum of 3 years. "Maintain and operate" means that charging stations must be made available for use at least 250 days per year and for at least 8 hours per day during normal business hours.

- 39. III.A shows limits on funding fraction, is there also a \$-limit per charger or site?**

The maximum funding limits are shown as a percentage of Eligible Costs. While there is no limit per charger or site, this solicitation is competitive and proposals requesting relatively more VW Trust funds per total charging capacity (kW) at a site will rank lower.

- 40. Can "Transit Parking Facilities" or "Transportation Corridors" be exempt from the 50% low-income quota, if they are not in any residential communities?**

There are no exemptions. The 50% target applies to the VW Trust funds available in this solicitation (\$5 million) and not to specific facility types.

Although 50% of VW Trust funds is reserved to charging sites located in or adjacent (within ½ mile) to Disadvantaged (DAC)/Low Income communities (LIC), the VW administrator's goal is to maximize those funds in or adjacent DAC/LIC.

- 41. III.A Can public schools be counted as government?**

Yes, see response to Question 21.

- 42. Remote but public (Government) facilities (e.g. Forest service, or park-service) are by definition not in any "communities" disadvantaged or otherwise. Does the 50% quota apply to such collections of sites?**

See response to Question 42.

- 43. pg-7, #II.D.1.d.: Please describe the meaning or intent of this paragraph relating to "Geographic gaps"**

See response to Question 27.

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44. pg-8 #II.F.8.: Please give the definition of "administrative support".

Examples of administrative support are accounting for funds, participating or fulfilling an audit, reporting, and record-keeping.

45. pg-8, #II.G.3.: Is the insurance (e.g. workmans compensation) for the construction period? If not please clarify this section with examples.

Contractor shall ensure that insurance as required by law is maintained for the property and for the VW Trust-funded equipment during the contract term.

46. pg-8, #II.G.3.: Is the second part of this paragraph require the contractor to warranty against ALL damages (theft, vandalism, misuse, earthquakes ...) for three years?

Warranty is not a requirement but having it can reduce the cost of replacing equipment due to unforeseen circumstances during the contract term. The Contractor is responsible for ensuring that the funded stations are operable for at least 3 years. Also, see response to Question 39.

47. pg-8, #II.G.3 and #D and #E.: Are the costs of these unusual requirements eligible for reimbursement?

See "Eligible Costs" in the solicitation to determine what is eligible.

48. pg-8, #G.3: Is the contractor responsible for any and all acts by the beneficiary as well?

The Contractor is responsible for all requirements outlined in the solicitation and will be binded by these requirements in a contract with the VW administrator. The Contractor may choose to pass on some of these requirements to the project beneficiary, however, the Contractor will still be responsible for these requirements.

49. pg-10 #III.D: are sales taxes eligible?

Sales tax is an Eligible Cost.

50. pg-10 #III.C.2.: Does "Co-funding" include any payment made by the beneficiary to cover the large gap between the eligible items (at cost) and the actual price of the project?, if yes how are the rest of project costs to be paid for?

Yes, any Eligible Costs covered by non-VW Trust funds, including gap funding covered by the project beneficiary, are considered match/co-funding. The Contractor is responsible for any costs that is not covered by this Program. Please get an accurate cost estimate to avoid any cost overruns.

51. pg-10 #III.C: How is "co-funding" defined? pg-10 #III.C: How is "Match" defined?



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For the purpose of this solicitation, co-funding and match funding are used interchangeably. Only non-VW Trust funds that are applied toward Eligible Costs can be counted as match/co-funding.

In your budget, show all sources of funding, broken up by line item, and showing only Eligible Costs.

52. pg-10 #III.D are payroll taxes and payroll costs, and workmans compensation insurance eligible?

These are not Eligible Costs.

53. pg-10 #III.D last item: who are the parties in the "maintenance agreement"? What services does this agreement cover?

These are agreements with the vendors who will provide support to the charging stations to ensure that the stations are operable per the requirements in the solicitation. In some cases, the Contractor may also be the vendor and act in this capacity.

54. pg-12 #III.F, last par. : "Salaries" are mentioned: Construction workers are only paid hourly, not salaried. Does the installation labor include the site super-intendent or other labor payroll as a salary?

If the superintendent is conducting construction/installation work, then that labor is eligible. If the superintendent is conducting administrative work, then that labor is not eligible.

55. pg-11 #III.F: how long will each approval take?

Approval of reimbursement requests depends on whether the submitted package is complete. Upon review of the request, the VW administrator may have questions or find that it is incomplete. Thus, the Contractor may need time to gather additional information, revise the invoices, and then resubmit the package, in which case, the approval may take weeks. If the package is complete, approval may take as little as one to two weeks.

56. pg-10 #III.D: are design costs, and engineering eligible for the incentive?

No, these are not eligible costs because projects must be shovel-ready. See list of "Eligible Costs" in the solicitation for more information.

57. pg-15 #V.B4a: since no expenditures are eligible for reimbursement why is this section asking if permitting has been completed at proposal stage?

Permitting can be completed prior to contract execution to get the project more ready but, if done prior to contract execution, any permitting fees incurred are not eligible for reimbursement.

58. pg-16 #V.B4b: Explicitly, how is one to demonstrate "safety, maintenance, and training procedures are in place"?

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For example, describe any trainings that will be given to construction workers and any site control for public safety.

- 59. pg-16 #V.B4d: Explicitly, what verbiage is needed for the "project plan", is it the same as a "project schedule" or is it the "Method of Procedure" (for example, the procedure equipment is used to dig a trench?), or something else?**

Describe your plan during the implementation and operation phases. What are the project, who is responsible for which tasks, and when do you plan to complete each task.

- 60. pg-16 #V.B4g: Does the roundabout language intend to say: "Provide 6 or more past projects not less than three of which are for government agencies."?**

The solicitation states:

"Provide 3 references from prior agreements describe above in section # 3 "Previous Awards," if any, and at least 3 other refences for work completed by the Applicant to verify the Applicant's past performance."

This means, if the applicant has received awards from government entities in the past, please give 3 references from those government entities. In addition to those references, please give at least 3 other references for work completed by the applicant.

- 61. pg-10 III.C1: If LCFS is a considered a co-funding source, then if LCFS is pledged to the contractor by the beneficiary, then will it reduce the reimbursement from the grant? If quarterly LCFS payments are stipulated as co-funding, what is the duration assumed?**

Since payment is made by reimbursement, LCFS payments cannot be used as co-funding. However, Contractors/Project Beneficiaries may claim Low Carbon Fuel Standard credits earned by the chargers funded through this Program.

- 62. Can you please confirm that images are allowed in the proposal? Similarly, would a narrative cover page count against the word limit?**

Images are allowed in the proposal. A narrative cover page would count against the word limit.

- 63. This question refers to the following language in the [solicitation on page 7](#): Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs.**

- Does this mean that projects located in areas that have had a CalEVIP program are not eligible even if those programs are no longer open?
- Similarly, are projects located in areas which used to have SB350 funds for light duty projects not eligible either?



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- **Does the Electrify America language mean that projects located in the City of Sacramento are not eligible?**

I'm assuming 'geographic area' might mean neighborhood or immediate vicinity. Any maps or lists of ineligible cities/counties would make this much more clear.

See responses to Questions 13 and 27.

Areas where the CEC (e.g., CalEVIP, ARFVTP), SB350, and Electrify America Programs were previously or currently available are eligible if the proposed project is not co-funded by those sources. Applicants must discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and provide any supporting evidence that substantiates the need of the proposed stations in the narrative.

- 64. Matching Fund – what is the minimum requirement in terms of percentage of the total project cost (?) Are in-kind or services acceptable?**

Required match (expressed as a percentage of Eligible Costs) is as follows:

- *0% for publicly accessible charging stations at government-owned properties;*
- *20% for publicly accessible charging stations at privately owned properties; and*
- *40% for charging stations serving employees and visitors at workplaces and multi-dwelling units (serving both residents and guests)*

*See "Funding Minimum and Maximum Limits" in the solicitation for more information. In-kind match is **not** acceptable.*

- 65. Board Resolution – if required, what is the deadline for submission? Is a Blanket Resolution acceptable? Otherwise, is there a Resolution template we are required to use?**

Board resolution is not required. However, letters of commitment from the project beneficiaries are required. A template is available on the [California VW website](#) (see "Required Supporting Documentation").

- 66. Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs. Is the VW team able to describe this requirement in more depth? Does it mean that projects located in areas that have had a CalEVIP program are not eligible under the VW solicitation? Does the VW team have a map or lists of zip-codes that are outside/inside of the geographic gaps?**

See responses to Questions 13, 27, and 63.

- 67. When awarded, is an applicant able to change their DCFC equipment brand from the one that they originally applied for?**



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Yes, the applicant is able to change brands post-award as long as the power output is the same or higher, the equipment still meets the Program requirements, and this change would not negatively affect the applicant's ranking.

68. Safe to say the hydrogen infrastructure includes on site hydrogen storage tanks on large facilities? How about the mobile hydrogen trailer or tanker that dispenses the hydrogen throughout the facility? Would VW cover this?

To clarify, this solicitation is for EV charging stations only. Hydrogen stations are not eligible under this solicitation. A solicitation in partnership with the CEC for the \$5M of VW funds for the light-duty H2 infrastructure was closed last year and those funds have been awarded. For more information, visit <https://www.californiavwtrust.org/h2-infrastructure/>.

69. Could you please clarify about a 2 week delay in processing for project beneficiary list on the website?

We will be updating the list of project beneficiaries at least weekly.

70. Should the publicly accessible sites be open 24hrs/day?

Charging stations must be available for use at least 250 days per year and for at least 8 hours per day during normal business hours.

71. Project beneficiary eligibility- Do the chargers need to be used for employees personal vehicles in order to qualify as "workplace"? Are chargers used for EV fleet vehicles for a public agency (not open to the public) eligible as a project beneficiary?

Private workplace chargers can be for fleets, employees, and visitors. Private workplace chargers for a public agency's EV fleet are eligible, as long as the chargers meet all other requirements. In this case, the public agency may sign up as a project beneficiary. To sign up to be a project beneficiary, enter your information on [this form](#).

72. So CALeVIP is not eligible co funding, but the requirements also specify that ' must fill geo gaps not met by SB350 etc. '. Does that mean that any county that had or will have CALeVIP funding will be excluded?

No, see responses to Questions 13, 27, and 63.

73. Who would receive the LCFS credits? Applicant or Beneficiary?

The Applicant/Contractor and the Project Beneficiary would need to work together and determine who gets to claim LCFS credits.

74. Can you please define "shovel ready"



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Shovel ready means that the site is at the stage where construction can begin.

75. Can matching funds come from Investor Owned Utility programs? Such as SCE's ChargeReady program?

See response to Question 1.

76. Can you please describe this requirement found in the guidelines in more depth? "Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs."

See responses to Questions 13, 27, and 63.

77. If selected as a beneficiary, will the program cover 100% of the installation costs (equipment and stub out?)

Maximum funding limits are expressed as a percentage of Eligible Costs and are dependent on whether the property is government-owned and whether the charging station is publicly available. For example, the program can cover up to 100% of Eligible Costs for publicly accessible stations installed at government owned facilities. See "Funding Minimum and Maximum Limits" in the solicitation for more information.

The applicant, however, may choose to request less funding to be more competitive, in which case, the Contractor is responsible for any gap funding and/or may pass some of those costs to the Project Beneficiary. The applicant/Contractor should discuss this with the project beneficiary upfront to make sure the team is on the same page in terms of expectations.

78. Are tribal lands considered government owned entities?

See response to Question 16.

79. Can a project beneficiary be a part of more than one applicant's application?

Yes, a project beneficiary can be part of more than one applicant's application.

80. Do permits need to be acquired in order to be considered shovel ready?

No, permits can be obtained after contract execution. Also, see response to Question 59.

81. Who owns the charging stations, applicant/contractor or beneficiary?

See response to Question 23.

82. Can the Project Applicant be different from the owner and operator of the station?



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See responses to Questions 23 and 30.

83. Will installers be required to have appropriate EVITP certifications?

Installers are not required to be Electric Vehicle Infrastructure Training Program (EVITP) certified.

84. Are charging sites within 1/2 mile of a LIC/DAC required to have publicly available chargers?

No, sites within ½ mile of a DAC/LIC are not required to have publicly available chargers.

85. Is labor associated with site design (single line drawings, load calcs, etc.) an eligible cost?

No, labor that is associated with site design is not an Eligible Cost.

86. What will be the timing of grant payments? Can progress milestone payments be arranged?

Payment will be issued within 30 days of an approved request.

Applicants/Contractors must have the financial ability to pay upfront for all costs necessary to complete their projects. Contractors may submit one reimbursement request monthly for any stations where all work has been completed and all eligible costs incurred have been paid. No other milestone payments can be arranged.

87. Are there any requirements related to ownership of LCFS credits resulting from the project?

See responses to Questions 5 and 73.

88. The project narrative section mentions indicating whether a permit has been obtained. Will projects already permitted be given preference?

No, there are no preferences for projects that have already obtained a permit.

89. Some sites such as federal facilities are not under the jurisdiction of any Building departments. What inspections are required?

Check with your local jurisdiction on what permitting inspections are required.

As part of the program, Contractors must agree to allow the VW Administrator or its designee to inspect the installation premises of the charging stations after the receipt of an application and for up to 36 months after the issuance of a reimbursement payment.

90. Does the insurance need to be specific to the chargers or is it OK to have coverage for the facility itself? What about public agencies that are self-insured?

Insurance includes, but not limited to, property, liability, and workers compensation insurance. Property insurance should cover an amount of not less than the insurable value of the equipment funded and covering all risks of loss, damage, or destruction of such equipment.



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The VW administrator may, at its sole discretion, accept self-insurance in lieu of any required policy of insurance.

91. Are projects ranked on the number of chargers? Is there a minimum number of chargers need to be installed on a site?

Projects are ranked based on the requested VW funds and the maximum charging capacity (kW) at each site, where a lower amount of funds requested coupled with a higher charging capacity will be ranked more highly.

There are requirements regarding chargers and locations – please review “Minimum Proposal Eligibility” in the solicitation for details.

92. Can you provide a link to the location to sign up to be a project beneficiary? I am having trouble finding the correct location on your website.

To sign up to be a project beneficiary, enter your information on [this form](#)

93. Where can the list of Interested vendors/contractors be found?

See response to Question 11.

94. Can you please discuss the rules for stacking funds with other programs? The slide stated CEC funding is not allowed. Does this include CALeVIP which has funding from the CEC. but partners as well (air districts, CCA's, POUs)

CALeVIP cannot be stacked with this program regardless of who the administrator is. See responses to Questions 1, 13, 27, and 63.

95. Does the Project Beneficiary have full rights to the LCFS credits including Capacity Credits?

See response to Question 73.

96. Will there be any payment made in advance by the grantor? If not, when will the reimbursement payment be made?

See response to Question 86.

97. Who would be a project beneficiary for a local government placing EVSE in public parking (garage, park, etc...)? Wouldn't that be the applicant also in this case?

Yes, if the site is owned by the applicant, then the project beneficiary would be the applicant.

98. Where do we find the "geographic gaps" so as to avoid them?

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See responses to Questions 13, 27, and 63.

- 99. Do project beneficiaries need to be named by the applicant in advance or can they be determined after award? Example being an investor or investor group that buys land or property, improves the site, and then leases out facilities (e.g., convenience store, coffee shops, fast food, etc.).**

Project beneficiaries need to be identified as part of the application because they need to provide letters of commitment.

- 100. This question refers to the following language in the solicitation on page 7: Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs. Does this mean that projects located in areas that have had a CalEVIP program are not eligible even if those programs are no longer open? Similarly, are projects located in areas which used to have SB350 funds for light duty projects not eligible either? Does the Electrify America language mean that projects located in the City of Sacramento are not eligible?**

See responses to Questions 13, 27, and 63.

- 101. Is it possible for the Applicant / Contractor to apply with sites from multiple Beneficiaries, build those stations and then sell the chargers at some or all of those sites to the Beneficiaries?**

See response to Question 23. The Contractor may choose to pass ownership to zero, some, or all charging sites; however, the Contractor is still responsible for all obligations in the contract.

Note that passing ownership to the project beneficiaries is different than "assignment," which is described under "Project Operation Requirements" in the solicitation.

- 102. Is it the responsibility of the applicant to explain why the location of a station fills a gap that was not met by SB350, Electrify America, & CEC?**

Yes, applicants must discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and provide any supporting evidence that substantiates the need of the proposed stations in the narrative.

Charging sites must fill geographic gaps not met by SB350, Electrify America, and California Energy Commission Programs. Proposed stations that are already funded or will be funded by these programs are ineligible.

- 103. For counties or cities that have EV Readiness Blueprints in place, will contractors be asked to reference the Blueprint to see if the proposed EVSE location fills a gap in EVSE availability relative to the county or city?**



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No, that is not an ask of the Contractors.

- 104. Is it correct that all awarded (e.g. \$2.5M) worth of equipment be purchased within 5 months of NTP, even if installation is a year away?**

Purchase orders must be submitted within 5 months of Notice to Proceed. All funded equipment must be placed into service and operational within 18 months of the date of the Notice to Proceed.

- 105. Instead of upgrading utility electrical service at a site (e.g. transformer installation), would solar or battery energy storage systems be considered eligible costs as part of the EV charging infrastructure proposal?**

No.

- 106. Can an Applicant be a Project Beneficiary?**

Yes.