



COMMUNITIES IN CHARGE

FREQUENTLY ASKED QUESTIONS





Frequently Asked Questions

Q: What site types are eligible under Communities in Charge?

A: All Project Sites are eligible, except where specifically indicated within a particular Funding Wave’s Implementation Manual. Sites may be for private, public, or mixed use to allow flexibility for the site hosts. New construction (i.e., - Greenfield, Brownfield) is not an eligible Project Site. See [Implementation Manual](#) for a full list of Project Site eligibility requirements.

Q: What costs are considered eligible for incentives?

A: Costs for prospective project sites may be incurred on or after the dates for each funding wave outlined in the table below, and are done so at the Applicant’s own risk.

Funding Wave	Costs Incurred Are Eligible
Funding Wave1	Beginning December 23, 2022
Funding Wave 2	Beginning September 28, 2023

A short list (not comprehensive) of eligible project costs are listed below:

- Electric vehicle supply equipment (EVSE)
- Transformers
- Electric panels
- Installation costs (labor and materials) including but not limited to:
 - Contractor labor and materials for connecting the Level 2 EVSE(s) to the electrical service.
 - Utility new service request to make-ready, if applicable for the installation site.
 - Planning and engineering design (Architecture studies, site survey, underground utilities, site layout, signs, placards, markings) costs such development of drawings and plans meeting the Americans with Disabilities Act (ADA) requirements for the site.
 - Necessary project signage (e.g., price signs, appropriate Federal stickers and decals, parking signs according to local building codes, etc.)
 - Network agreement with network provider (e.g., network agreements with EV network provider)
- Extended equipment warranties, purchased from equipment manufacturer or one of their authorized contractors ONLY. Third party equipment warranties are not an eligible project cost. The Applicant shall not be the issuer of an equipment warranty.
- Operations and Maintenance Contracts. The Applicant shall not be the issuer of an Operations and Maintenance Contract.
- Stub-outs



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- Design, engineering, and utility service costs (responsible by the awardee). All requests for reimbursement related to utility upgrades must be accompanied by official utility invoicing.
- Required ADA upgrades to site due to EV deployment, but not to include or cover upgrades of existing ADA non-compliance.
- Demand management equipment

Any costs incurred at a different Project Site are ineligible. See the relevant funding wave’s Implementation Manual for a comprehensive list of eligible and ineligible costs.

Q: What if I’ve already begun construction? Is my project still eligible?

A: Projects that have incurred construction costs prior to the dates below are *NOT* eligible to apply:

Funding Wave	Cannot Incur Construction Costs
Funding Wave 1	Before March 23, 2023
Funding Wave 2	Before November 7, 2023

Q: How much are the Communities in Charge L2 EVSE incentives?

A: The following table lists the incentives amounts per connector that varies by site type. Please review the relevant funding wave’s Implementation Manual for more information.

Eligible Incentives for Level 2 EVSE	Amount Per Eligible Connector
Base Incentive	Up to \$3,500, or 75% of eligible costs, whichever is less
Multi-Family Housing Project Site	Additional \$3,500
Project Site for Tribal Government, Tribal entity, or non-governmental organization serving Tribal communities.	Additional \$3,500

Q: Can Communities in Charge incentives be stacked with other incentives?

A: Communities in Charge incentives shall not be used in conjunction with other active funding from the California Energy Commission (CEC) for EV charging infrastructure. Project sites where there were past awards for completed projects are acceptable as long as costs do not overlap.

Communities in Charge incentives shall not be used in conjunction with a site that is currently receiving funding from certain utilities. Municipal and local utility incentives are acceptable. Please review the relevant funding wave’s Implementation Manual for more details.



Frequently Asked Questions

Q: Must chargers be made available for public use?

A: Sites may be for private, public, or mixed use to allow flexibility for the site hosts, but community access is encouraged. See the relevant funding wave's Implementation Manual for further requirements.

Q: What qualifies as Multi-Family Housing?

A: Residential properties with multiple dwelling units installed on real property owned or leased for multi-family housing and have 5 or more units. Single-family dwellings (detached), duplexes, triplexes, individual townhomes, and individual mobile homes are not considered multi-family Housing. However, installations may include shared-use Level 2 EVSEs made available to residents domiciled in these housing developments.

Q: May chargers be installed in multi-family housing lots where parking spaces are assigned to tenants?

A: All Level 2 EVSEs must be shared and may not be assigned or otherwise allocated to any one individual.

Q: What is a Community Connection?

A: A Community Connection is defined as a Project Site with particular benefit to its surrounding community. Applicants whose Project Site may be identified as such must meet specific requirements. See the relevant funding wave's Implementation Manual for further requirements of each Community Connection.

- Multi-Family Housing in Charge
- Tribes in Charge
- Congregations in Charge
- Schools in Charge
- Healthcare in Charge
- Non-Profits in Charge
- Local Governments in Charge
- Workplaces in Charge



Frequently Asked Questions

Q: Are project sites within ½ mile of a Disadvantaged Community or Low-Income Community eligible to receive points according to the scoring rubric?

A: As identified in the California census tracts, Priority Populations are Disadvantaged Communities, federally recognized Tribal Lands, and Low-Income Communities. Only Project Sites which lie within the bounds of a DAC or LIC and not within the ½ mile “buffer” areas shall be considered as such for application scoring purposes.

Q: Can I apply for incentives if I wish to replace an old or damaged charger?

A: Funding supports the replacement or upgrade of installed and operable L2 EVSEs. If the installed and commissioned infrastructure is damaged, destroyed, or otherwise becomes permanently inoperable, the equipment may not be replaced and funded through this incentive project.

If your project will replace currently installed L2s, please submit the [Make Ready/Replacement Installation Form](#) with your documentation to be eligible for reimbursement for this type of project.

Q: How are project sites in DAC/LIC census tracts scored compared to those outside of a DAC/LIC?

A: At least 50% of funds *must* go to project sites located in Disadvantaged Communities (DAC) or Low income communities (LIC). Communities outside of a DAC/LIC will be sorted by Project site region, Project Readiness Tier, and rubric score. Applicants will be ranked by Readiness Tier, from highest total rubric score to lowest within their region and selected for award based on their rank and available funding within said region. The projects will be awarded until funding is fully exhausted, or no further application exist within the region. Please see the relevant funding wave’s Implementation Manual for further details.

Q: At what point in a project has construction considered to have begun?

A: Construction is considered to have begun if costs associated with mobilization have been incurred after securing an issued building permit for the Project Site in question. “Mobilization” includes preparatory work and operations, including, but not limited to, those necessary for the movement of personnel, equipment, supplies and incidentals to the project site, for the establishment of all offices, buildings and other facilities necessary for work on the project, and for all other work and operations which must be performed or costs incurred prior to beginning work on the various items on the project site (CA Pub Cont Code § 10104 (2019)).



Frequently Asked Questions

Q: Where might Applicants find qualified contractors and installation professionals?

A: Applicants may refer to <https://evitp.org/find-a-contractor/> for a list of certified installation professionals in your area. EVITP certified professionals and the list referenced above is not inclusive of all eligible installation professionals. It is recommended all applicants check with their local contractor to confirm whether EVITP certification requirements are satisfied.

Communities in Charge Staff and the California Energy Commission do not endorse or express preferential interest in the providers listed therein. Participants in Communities in Charge must perform reasonable due diligence in the selection of a vendor, installer, or subcontractor who aids in the construction, installation, commissioning, or completion of an infrastructure site to ensure they shall be able to comply with all programmatic requirements in addition to all US federal, California state, and local laws, ordinances, rules, codes, standards, and regulations.

Q: What is a Final Site Design?

A: A Final Site Design is finalized drawing or construction sketch of the Level 2 EVSE infrastructure at the project site. A Final Site Design may contain the following and shall be considered 'Final' only once accompanied by an issued permit from the appropriate Authority Having Jurisdiction (AHJ):

- Map of the site;
- Address of the location;
- Total amps of the panel;
- If an upgrade has been identified, details of the panel upgrade;
- Drawing of underground structure;
- Path of Travel (ingress/egress);
- ADA (if applicable);
- Finalized count of Connector and Number of EVSEs to be installed;
- Finalized spot of where EVSEs will be located;
- Finalized details of service upgrades;
- Contractor name and CSLM license number; and
- AHJ signature

Please refer to the Sample Supporting Documents_resource for an example of a Final Site Design.



Frequently Asked Questions

Q: Can I request an extension if there are delays in the installation process?

A: Extensions may be considered for project delays or other mitigating circumstances outside the applicant's control, must be accompanied by documentation from the applicant, and will be reviewed on a case by case basis. Requests for extension to the 270-day (9 month) installation window must be made at least 60 calendar days prior to that deadline. Requests made outside of this window must clearly explain why such request could not have been made earlier.

Requests for extension to submit supplemental documentation by recipients of a Notice of Conditional Award must be made at least 15 calendar days prior to the deadline. Requests made outside of this window must clearly explain why such request could not have been made earlier.

Approved extensions shall not exceed 90 calendar days past a given deadline, unless explicitly granted in writing from Communities in Charge Staff. Applicants are encouraged to request extensions as soon as the need for one is known and as early as possible. Please refer to the 'Extensions Policy' in the Communities in Charge website for more information.