



# 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 the Implementation Manual. Sites may be for private, public, or mixed use to allow flexibility for the site hosts. 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 December 23, 2022 and are done so at the Applicant’s own risk. 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
  - Network agreement with network provider (e.g., network agreements with EV network provider)
- Extended warranties, including Operations and Maintenance Contracts

Any costs incurred at a different Project Site are ineligible. See [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 March 23, 2023 are *NOT* eligible to apply.

## 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 [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



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

**A:** Communities in Charge incentives can be stacked with other incentive projects but cannot be stacked with other California Energy Commission funded projects for EV charging infrastructure, or Investor-Owned Utility Make-Ready incentive projects. See Implementation Manual for further details.

## **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 [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 [Implementation Manual](#) for further requirements of each Community Connection.

- Multi-Family Housing
- 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:** Projects within ½ mile radius of a DAC/LIC community are *NOT* eligible for those points. Consult the Implementation Manual for a direct link to DAC or LIC maps used in scoring.

**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 (DAC) and Low income communities (LIC). Communities outside of a DAC/LIC will be sorted based on the Communities in Charge Readiness Tier and scored based on the Communities in Charge Scoring Rubric. Projects with Tier 1 Readiness will be prioritized to fund. Please see Section 3 of the [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.

### **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. Please refer to the [Sample Supporting Documents\\_resource](#) for an example of a Final Site Design

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

**A:** The possibility for an extension is reserved for project delays or other mitigating circumstances outside the applicant's control documented by the applicant and will be reviewed on a case by case basis. Please refer to the '[Extensions Policy](#)' in the Communities in Charge website for more information.