

Infrastructure Solicitation Frequently Asked Questions

1. **Does BAAQMD have a maximum award per applicant?** The maximum award amount for a single applicant is \$20 million; however, there is no cap on the number of charging sites for which an applicant can apply.
2. **Is funding available for electric charging infrastructure that is located only in the Air District's jurisdiction?** Yes. This is a competitive solicitation for electric charging infrastructure to support vehicles within the jurisdiction of the Bay Area Air Quality Management District only.
3. **For solar/wind projects, does the solar/wind need to be generated on-site or can a project utilize off-site wind and solar power for the charging infrastructure?** The solar/wind needs to be generated on-site; at least 50% of the power must come from these sources.
4. **Are private companies that provide school bus service to public schools considered eligible applicants?** Yes, both public and private entities with a Taxpayer Identification Number (TIN) can apply.
5. **The *Program Guidance* states that mobile chargers will not be considered. What is the program's definition of "mobile chargers"?** Chargers and associated equipment must be attached to the ground and not easily moved between locations.
6. **Can an applicant submit multiple applications?** Yes.
7. **Is the program stackable with other funding sources?** This program can potentially co-fund with other funding sources as long as the requirements of all contributing programs are met, grant funds do not exceed the total project costs, and applicants that are non-public entities must provide at least 15% of eligible costs from non-public sources.
8. **Should an applicant list secured and unsecured co-funding in the application?** Yes.
9. **Does this program apply to hydrogen dispensers and infrastructure?** The Air District is considering only electric infrastructure under this solicitation.

10. **Similar to other Carl Moyer Program grants, is it safe to assume that applicants will not be able to purchase, have down payment made, acquire, or order any funded equipment prior to contracting with the Air District?** Yes, similar to other Carl Moyer Program grants, the project cannot start before a contract has been signed/fully executed with the Air District. Note we can consider some pre-contract execution costs (see *Funding and Eligible Project Costs* in the *Program Guidance*).
11. **Can funding be used to comply with Advanced Clean Fleets regulations prior to the year that the percentage of the fleet must be converted to zero emissions? Is there a period of performance that must be completed before the regulation takes effect?** None of these regulations -- *Advanced Clean Trucks (ACT)*, *Advanced Clean Fleets (ACF)*, *Heavy-Duty Engine and Vehicle Omnibus*, *Innovative Clean Transit*, *Zero Emission Airport Shuttle*, and *Heavy-Duty Inspection and Maintenance (HD I/M)* -- have any mandates on the infrastructure. Instead, regulations focus on the manufacturer's sales and fleet purchases. Note that under ACF, extensions may be granted to fleet owners to delay delivery or purchase of ZEVs due to infrastructure construction or site electrification delays.
12. **To expand an existing station, does the first project have to be fully completed?** No, however, with limited exceptions, work completed before contract execution is not eligible for funding. See *Funding and Eligible Project Costs* in the *Program Guidance* for eligible pre-contract costs.
13. **Is there an approved product list for charger types or is the requirement only for the charger to be a level 2 with a 6.6kW output or higher?** No there is no pre-approved list. See the *Project & Equipment Minimum Requirements* in the *Program Guidance* for the full list of requirements.
14. **When submitting the application, do you want applicants to provide the total project costs or just eligible costs?** Please include the total project costs, identify which are eligible and ineligible costs, and group the costs by the following categories:
- Cost of equipment and associated materials. Indicate the quantity of each piece of equipment (e.g., dispenser, cabinet).
 - Cost of installation including labor and equipment
 - Cost of Design and Engineering
 - Cost of permitting
 - Other eligible costs
15. **What are the violations if a project does not meet 95% uptime compliance requirements? If there are significant issues, will the applicant be able to work with the Air District to resolve issues before penalties are incurred?** The Air District will work with grantees if issues occur; however, grantees should be aware that penalties including reduction of funding may be a consequence of low up-time.

16. **The *Program Guidance* states that projects at sensitive receptors are eligible for up to 100% funding. To count as being at a sensitive receptor, does a project need to be on the property of the sensitive receptor, or just close to it? If just close to it, how close?** Projects need to be either directly next to or in a sensitive receptor. For example, hospitals are considered sensitive receptors, so the project would need to be either directly next to the hospital or in the hospital's parking lot.
17. **Will you meet privately with applicants to discuss their projects?** No, as this is a competitive solicitation, Air District staff will not meet separately with applicants about their projects. However, applicants can submit questions to grants@baaqmd.gov by the deadline and answers will be posted regularly in a separate Q&A file on the website. Grants staff are available to support technical issues around the grants application system. Please send an email to grants@baaqmd.gov.
18. **Will BAAQMD consider extending the completion deadline if a project runs into any unforeseen delays?** Extensions will not be granted. Projects must install and place their chargers into service within two years of the Notice of Award.