



Bay Area Air District

Infrastructure solicitation Q&A

Updated 3/17/25

1. To clarify, are these due by 3/6 or 4/2?

The questions for the Q&A need to be submitted by March 6, the application deadline is April 2nd.

2. To confirm, is this required to be publicly available? (ex: transit fleet purchasing charger for new battery buses)

No, the chargers do not need to be publicly available.

3. Our district is potentially interested in soliciting funds from this grant opportunity to cover engineering/design costs for a site project where we are installing electric chargers for transit buses. Can we assume that all the application requirements (including equipment requirements) are the same for us?

Yes, all applications need to submit the same materials, and all requirements are the same.

4. What is the definition of "mobile charger" since those are ineligible for funding?

Chargers must be attached permanently to the grid and powered by electricity. Projects that have chargers that are not attached permanently to the grid and can be moved, are considered mobile. Similarly, the Air District will not fund any projects powered, either temporary or permanently, by gas or other fuels.

5. Could you please specify more about what the lease requirements will be, between a public school district and an installation company?

There are no lease requirements between the school district and an installation company.

6. The applicant (if EVSE company) must have an ongoing lease with the site owner that will last at least as long as the 3-year project performance timeline. Or must own the property outright. They would not accept an application if there is only a plan for a lease if awarded. ('Applicants must either own the land or have legal control where the project will be located for the duration of the project term.')

The school district should be the applicant and would either own or lease the yard in which the vehicles are domiciled. The ownership or lease needs to be in place before applying.

7. **Outlined in page 10 of the [Program Guidance](#), one of the criterion states that a project must have “Completed 60% of the design or determination that no designs are needed” to be considered project ready. For transit agencies using an alternative project delivery method called a Progressive Design Build (PDB) Construction Contract, the PDB entity would bring 10% of a charging infrastructure design to 100% of the final design. Given this context, would a transit agency with an advertised RFQ/P solicitation for a PDB contractor be considered project ready?**

This question refers to the *Readiness Criteria*, of which 2 of the 5 need to be completed. What you describe would not meet the 60% design requirement, so 2 other readiness criteria would need to be fulfilled.

8. **Another criterion is that the project should have an “approved site plan by the permitting agency or determination that no site plan is needed.” Please define an acceptable form of a site plan under the PDB method? For instance, would a conceptual drawing of the site fulfill this criterion for project readiness?**

An approved site plan would need to be a plan that was approved by an overseeing entity, such as a city planning department. A conceptual drawing does not fulfill this criterion.

9. **Additionally, under eligible costs in page 9 of the Program Guidance, it lists “On-site power generation system that fuels or powers covered sources (i.e., solar and wind power generation equipment).” Would a solar-powered battery bank for a charging infrastructure fall under this category?**

Yes, if the power bank was used solely to charge the chargers it would considered “energy storage equipment”, which is an eligible cost.

10. **We are not sure what the new administration tariffs will be and how they will change the cost of goods. In speaking with the project team, it’s not expected to have a huge impact but may change the costs a bit. Would the best way to handle this for the application be to have a note on the quote that specifies that the final costs are subject to change due to this specific reason?**

The application requires an itemized budget and quotes. Awards will be based on the values that are submitted. The Air District is unable to increase the funding amount after the application deadline.

11. Is a Battery Electric Storage System on its own, without chargers, an eligible project type?

No, because this would be neither an expansion nor new EV charging project, it would not be an eligible project type.

12. On page 10 of the application states: "...all projects that passed the first two criteria would be ranked by grant dollars requested divided by total amount of kilowatts (kW) available for charging at the site." Does this refer to total available charging at the site or the additional charging at the site that would be created by the proposal as part of this grant application?

If this is an expansion project, then it would be the additional charging at the site that would be created by the proposed project.

13. Does this funding opportunity include hydrogen stations?

No, it is only for electric charging infrastructure.

14. Will interim payments be provided?

No, the Air District will not be providing interim payments for infrastructure projects. Payments will be made upon verification that the project has been completed according to the terms of the agreement, the chargers have been installed and are fully operational, and approval of the invoice.

15. Are Private schools eligible for funding?

No.