



# Infrastructure Solicitation Questions and Answers Updated 7.16.2024

## General Eligibility and Requirements

- 1. The physical site for the charging infrastructure is not physically located in a DAC, however, it will serve people who live in DACs to move them to their places of work thereby taking cars off the road and decreasing emissions. Would this project qualify under the DAC category for emissions reductions?**

Yes, if the vehicles/equipment that use the supporting infrastructure operate within a DAC, then that project qualifies as providing emissions reductions in a DAC.

- 2. Are out-of-state applicants eligible to apply as long as they install infrastructure within BAAQMD's jurisdiction?**

Yes.

- 3. If the project is located on federal land and will be managed by a federal agency, can the project be bound by federal labor laws, including but not limited to the Davis-Bacon Act?**

The grantee must comply with all *applicable* federal, State, and local laws and requirements including environmental laws and State building, environmental, and fire codes. The grant agreement will have this requirement as well.

- 4. If the project is located on federal lands, does the project need to comply with State and local laws and requirements or will compliance with federal environmental laws, and federal building, environmental and fire codes suffice?**

See response to question 3.

- 5. Does adjacent mean property lines touching or would a residential property across a public street also be considered "adjacent"?**

This would also be considered adjacent.

- 6. Can you please confirm that the Bay Area would fund wireless EV charging technology?**

This solicitation will not fund wireless EV charging technology.

- 7. Is charger financing an option under this solicitation?**

Financing all or part of the project is acceptable if the Grantee owns the charging equipment. Please be aware that the request for reimbursement must include copies of the financing information to demonstrate the project has been fully paid.

**8. Are you re-considering allowing 3rd party ownership of this equipment? Many sophisticated financiers and leasing companies rely on depreciation benefits to lower the cost of the equipment.**

No, the Grantee must own and operate the charging equipment.

**9. We'd like to help apply, but understand that as a private entity, we are not eligible applicants.**

All entities (both public and non-public) that have a Taxpayer Identification Number (TIN) are eligible to apply.

**10. Can a private entity, apply on behalf of our public partners? If not, are there opportunities to co-apply? The public agency is the site owner and eventual fleet charging user.**

No, the applicant must be the entity that will own and operate the funded chargers.

**11. Is hydrogen charging infrastructure eligible for this funding?**

No, only electric charging infrastructure is eligible.

**12. How is "proximity" defined?**

This is in reference to a sensitive receptor. Generally, the chargers must be within, or immediately adjacent to a sensitive receptor but within a few hundred feet may also be acceptable.

**13. Is there any funding that will support a company that wants to put in multiple EV chargers for a fleet of 7,000 lbs. in GWVR/vehicle?**

The *Charge!* Program, which is expected to open in early 2025, may be a better fit for your project.

**14. Can chargers not have battery/solar energy?**

Charging projects that use grid power exclusively are also eligible.

**15. Are there minimum usage requirements for installed chargers?**

Yes, applicants must meet the contractual usage requirement that is based on the information provided by the Grantee in their application.

**16. Does the facility need to be owned or can it be rented?**

Applicant must own the property where the infrastructure will be installed or have a long-term lease/easement, or other legal arrangement that goes out at least three years past the date that the infrastructure is scheduled to be installed.

**17. If the charging equipment will be fully supported by solar PV and stationary batteries (subsidized by IRA and disruptively inexpensive, so we can economically use enough for it to be 'dispatchable'), can that (or something close to it) be considered electricity "provided to the site"?**

Yes, projects do not need to be directly tied to the grid and can be powered fully by alternative sources such as solar and wind.

**18. Does a substation replacement (to increase electricity capacity) on Port property to serve the charging stations considered eligible under this funding program?**

The cost for equipment that is on the utility side of the meter is not eligible for funding.

**19. The Regulatory Compliance Statement requires applicants to certify under penalty of perjury that they are and will remain “in compliance” with all federal, state and BAAQMD air pollution control laws. What would happen if, at the time of signing the statement, the applicant had an NOV but was in the process of resolving it? Or if, after signing the statement, the applicant received a new NOV? Would the applicant be considered “out of compliance” in either scenario? Or is the applicant considered to be “in compliance” for purposes of the Regulatory Compliance Statement if it works in good faith to resolve any incidents of noncompliance that may arise?**

At this time, if an applicant is working in good faith in resolving an NOV, then the applicant can still be considered eligible for this grant.

**20. Is a substation replacement eligible if these electrical grid upgrades are required for the installation of chargers being requested in the grant application? The Port is its own utility. They obtain power via PG&E transmission lines. The Port is on the customer side of the PG&E meter. From there, the Port powers their substations which power Port and tenant EV infrastructure. These substations also have provisions to connect to a solar power generation (PV) and battery energy storage system (BESS).**

The cost for equipment that is on the utility side of the meter is not eligible for funding. The Air District typically evaluates this based on who owns the equipment. Thus, the grant program considers the customer side of the installation, which is typically on the customer side of the meter.

**21. Please confirm that the Bay Area includes San Francisco Airport (SFO) in its definition of “projects serving a port, railyard, or freight facility”? Additionally, while SFO does not have a CalEnviroScreen or Priority Populations percentile due to low population, it is surrounded by DACs and a project within SFO would directly benefit adjacent disadvantaged communities. Can you please confirm a project at SFO would qualify for the additional 10% of project funding in the Maximum Percentage of Eligible Cost table?**

SFO is considered a freight facility. Per CARB’s guidance, Air District staff is able to consider SFO a DAC even if it does not directly fall within one of those communities according to the map.

**22. Applicant is only allowed to lease their facility on a month-to-month basis due to the lessor’s internal rules. Applicant has been leasing at the location for years and plan to stay long-term. Due to these rules, the applicant has concerns that it won’t be possible to receive a letter of commitment from the facility owners. Does BAAQMD have a recommendation on how to approach this unique circumstance?**

The applicant is not eligible to apply.

## Application & Award Process

**23. Is there somewhere that we can find the previous grantees for the Infrastructure Solicitation?**

There is a list of applicants who were awarded last year in the [Board packet from 12/6/23](#) (see page 102).

**24. Is this the active period for us to respond to an RFP, and if so could you provide instructions for that? If not, do you know when that time period may be coming?**

This is not an RFP; this is a competitive solicitation to award grant funding for the installation and operation of permanent electric infrastructure. The deadline to submit an application is August 1, 2024 at Noon PDT. There is no plan to hold an RFP for this program.

**25. Do you have an attendee list for the March 28th webinar?**

No, the Air District does not have an attendee list for the webinar.

**26. Can an applicant submit one application with multiple project sites, or must each project site have its own application?**

Each project site must have its own application.

**27. The required project specific information includes the charger make and model and quantity of each. Since our designs have not yet been completed, can we provide multiple makes and models that are currently under consideration?**

No, you will need this information to apply for this solicitation.

**28. If the project has not yet been bid, can we provide estimates for the installation, construction, design, and engineering costs based on similar projects?**

Yes, this is allowable only for entities, such as public agencies, that have a required bidding process that would hinder their ability to provide a quote at the time of application.

**29. Large private entities who are applying for this grant must go through an RFP process to bid the construction work, which only takes place once designs are completed. Can they share cost estimates for the project instead of a quote from a vendor/contractor?**

Yes. A cost estimate can be used until the RFP process is done. Applicants must provide evidence in their application that they are required to go through an RFP process. A quote must be submitted once it is available.

**30. Is it likely that the Bay Area will reopen this infrastructure solicitation in the Summer 2025?**

Currently, this is unknown.

**31. Does BAAQMD intend to offer this grant in subsequent years? Or is this a one-time grant?**

The program is in its second cycle. Currently, it is unknown whether this program will be available in subsequent years.

**32. Are there any documents required to demonstrate the sites serving port, railyard, or freight facilities?**

Staff will review the application documents to make a determination. You will need to show the site location and type of equipment that the infrastructure would support in the application. Please include any specific documents demonstrating that the vehicles/equipment operate(s) or will operate at the ports, railyards, or freight facilities.

**33. For statement of need -- for public-access projects, how can the applicant demonstrate commitment for site utilization?**

All applicants must demonstrate that the chargers will be used. This is outlined in *Evaluation Process and Section Criteria* in the *Program Guidance*.

**34. What is the earliest an application can be submitted?**

The online application portal is open now so you can submit any time before the deadline.

**35. For the itemized quotes and budgets, can you provide further clarification on how detailed the quotes and budgets should be? For example, if the budget is for installation costs, do you need a breakdown on conduits, wiring, cabling, switchgears as individual line items?**

The quote must be detailed enough for Air District staff to be able to determine eligible and ineligible costs. Reference the eligible cost section in the *Program Guidance* and itemize the quote accordingly.

**36. Is there a cap/limit on number of chargers per site or kW value of each charger?**

There are no limits on the number of chargers. The solicitation has a funding cap at \$20 million per applicant. Chargers must be at least a level 2 charger with a 6.6 kW output or higher.

**37. What is the minimum number and type of EV vehicle ownership required by the applicant?**

There are no strict requirements regarding the number, type, or ownership of electric vehicles. However, if you have equipment that can use the infrastructure, you should include this information in the Statement of Need.

**38. When will the next batch of questions be posted to the FAQ document?** The Q&A is posted every two weeks. The next post will be by July 9<sup>th</sup>.

**39. Will non-profits in a DAC be prioritized?**

No.

**40. Is EVITP certification required of the electrical contractor and can you post the link the Air District uses to verify the electricians' listing?**

The grantee will be required to complete an EVITP certification form, which is available on the website.

**41. Can this program be combined with the CARB Clean Off-Road Equipment Voucher Incentive Project (CORE)?**

Co-funding from any source can be considered as long as the project meets the requirements of both programs. Additionally, funding can't be over 100% of total costs and non-public agencies must provide a 15% cost-share.

**42. Itemized budget and quote for project – if the applicant is requesting funding for infrastructure materials and labor, how detailed does the quote need to be? Do you need a breakdown on material and labor hours and rates?**

The quote must be detailed enough for Air District staff to be able to determine eligible and ineligible costs. You do not need to break down labor into hours and rates. Reference the eligible cost section in the Program Guidance and itemize the quote accordingly.

**43. Some of the larger private fleets applying for funding must go through an RFP process to bid the construction work per their internal protocols, which only takes place once designs are completed. Can they share cost estimates for the project instead of a quote from a vendor/contractor?**

See response to question 29.

**44. In the online application, where do we include the statement of need and the readiness information?**

Please create a separate document and add this information as an attachment in the online application system.

**45. Statement of need – if a private fleet was awarded a CEC grant for the same project they are applying for this round with BAAQMD, are there other ways to demonstrate need besides vehicle PO? They have not purchased vehicles yet but can provide a letter of commitment as they are required to procure vehicles for the CEC grant.**

Please refer to page 10 of the *Program Guidance* for the selection criteria and Statement of Need requirements. Based on the information provided in this question this documentation can be considered in the evaluation of the project eligibility for the Statement of Need.

## Funding, Eligible Costs, & Procurement

**46. Will BAAQMD fund Battery Energy Storage Systems (BESS) tied to EV charging infrastructure projects?**

Energy storage equipment is listed as an eligible cost.

**47. Will BAAQMD fund standalone BESS equipment that are not tied to EV chargers, or BESS tied to EV chargers that are already installed or being installed currently?**

No.

**48. Does the BESS need to directly power the EV chargers? How can we demonstrate the direct power supply to the chargers?**

Yes, the energy storage equipment needs to directly power the EV chargers. Air District staff will review the design of the project, which must be included in the application.

**49. Can we apply solely for battery energy storage or solar PV without applying for charging stations?**

No.

**50. Is charger network an eligible cost?**

No, network costs are considered operation costs and therefore are not eligible. See *Funding and Eligible Project Costs* in the *Program Guidance*.

**51. Can funds be used to upgrade grid infrastructure or conduct other grid work that would directly supply/benefit any new electric chargers funded by this solicitation? I understand some infrastructure costs are covered by this solicitation for the charger itself, but can these funds also be used for supporting infrastructure work such as grid upgrades?**

Yes, grid work that is required and is directly related to the installation of the charging infrastructure, is an eligible cost. See *Funding and Eligible Project Costs* in the *Program Guidance*.

**52. Are there restrictions on stacking funding?**

Yes. In general, funding can't be over 100% of total costs, and it must meet all requirements of every stacking grant. Non-public agencies have a 15% cost-share requirement.

**53. Can it be combined with EPA funding?**

See response to question 52.

**54. Is 80% of the funding going specifically to the AB-617 communities, or is that 80% also designated for disadvantaged communities? Are disadvantaged communities and AB-617 communities held equal?**

80% of the total funding is targeted towards the Air District's Priority Communities, which include AB 617 Communities, SB 535 Disadvantaged Communities, and AB 1550 Low-Income Communities. For the purpose of this solicitation, these are held equal.

**55. Can the grant cover solar, batteries, and switchgear that is directly related to the charging of the trucks?**

Please refer to *Funding and Eligible Project Costs* of the *Program Guidance* for the list of eligible costs.

**56. Is there going to be a "soft cap" of a max award per charger like \$100K?**

No, there is no cap per charger. Note that the less funding that is requested, the more competitive the project will be.

**57. Would equipment like linear generators be an eligible equipment cost? The generators will be natural-gas powered but are capable of blending with hydrogen.**

No, the solicitation is specific to funding electric charging infrastructure that is permanently

installed.

**58. Would this stack with the EnergIIZE Jump start?**

See response to question 52.

**59. Do/will you work in collaboration with EnergIIZE?**

This solicitation is not coordinated with EnergIIZE.

**60. My question for you is about procurement, and how funding can be spent by the public entity if awarded. What competitive solicitation is required of the awardee if awarded?**

There is no requirement that a grantee must conduct a competitive solicitation to procure the chargers or construction work.

**61. Is how funds spent at the discretion of the awardee? Can the public entity awarded funding choose to sole source their work if awarded?**

There is no requirement that a grantee must conduct a competitive solicitation to procure the chargers or construction work. However, the public entity may have their own local procurement requirements.

**62. Can the District confirm whether the public access projects must solicit multiples quotes from vendors?**

There is no requirement that public access projects must solicit multiples quotes from vendors.

**63. Can the District clarify whether private/fleet projects must solicit multiples quotes from vendors?**

There is no requirement that private/fleet projects must solicit multiples quotes from vendors.

**64. Can the awardee use a cooperative purchasing agreement for selecting hardware/installation contractors?**

Yes. There is no requirement on how the grantee procures its contractors/vendors.

**65. Can the awardee select vendors for design and installation work based on local procurement requirements?**

Yes. There is no requirement on how the grantee procures its contractors/vendors.

**66. How can the applicant demonstrate that the solar power and/or BESS is directly supplying power to the EV chargers?**

Any information that can be provided such as site plans, drawings, and narratives to demonstrate that solar and/or BESS will directly supply the EV chargers can be considered and reviewed.

**67. Linear generators – are they eligible costs if they are permanent installations? Linear generators are smaller, more flexible, and likely generates fewer emissions due to their technology. They are natural-gas powered but are capable of blending with hydrogen as well.**



No, they are not eligible. Only electric infrastructure is eligible under this solicitation.

- 68. The table states that projects involving infrastructure for public school buses have up to 100% coverage for eligible costs. However, there is a disclaimer that private entities must provide at least 15% cost share. My question is, which of these rules takes priority if a private entity was to pursue a public school bus infrastructure project? Would they be required to pay 15% cost share regardless?**

Private entities are required to submit 15% cost share regardless.

## Readiness

- 69. The program guidelines state on page 7 that projects must “Have a purchase order for the equipment and/or contract for the installation work in placed.” Does this mean that a PO for equipment and/or contract for installation must be in place PRIOR to application submittal?**

This is a typo. The *Program Guidance* has been updated to say, “Have a purchase order for the equipment and/or contract for the installation work in placed *within six months from the date of the Notice of Award.*” Applicants shall *NOT* take any discrete, necessary, and tangible action to begin implementation before a contract with the Air District is executed, such as issuing a purchase order to secure the charging infrastructure, making an award/entering a construction contract for the installation work, taking other binding financial action, and breaking ground.

- 70. On Page 7, the minimum requirements note that applicants must “have a purchase order for the equipment and/or contract for the installation work in placed.” When does this purchase order have to be in place: by the August 1 application deadline, or by the time the grant money is being dispersed?**

See response to question 69.

- 71. The financial documentation that is required includes “Itemized quote(s) showing costs by line item”. However, according to the Frequently Asked Questions, a project cannot start before a contract has been signed/fully executed with the Air District. How will this work for Design / Build projects if the design must be underway to meet the Readiness Criteria? What is the threshold for the project beginning?**

Work that can happen before contract execution can include permits, design, engineering, site preparation, utility assessment, and CEQA. Note that utility assessment and CEQA costs incurred pre-contract is not an eligible cost. Applicants shall *NOT* take any discrete, necessary, and tangible action to begin implementation, such as issuing of a purchase order to secure the charging infrastructure, awarding/entering into a construction contract for the installation work, taking other binding financial action, or breaking ground.

- 72. What qualifies as not having started work yet on a project?**

See response to question 71.

**73. If a project is actively in permitting, but there aren't boots on the ground, would we still be eligible?**

Yes, eligible pre-contract work can include permits and that can make a project more ready. See readiness criteria and *Funding and Eligible Project Costs* in the *Program Guidance*.

**74. If the project is located on federal land and therefore exempt from CEQA, can National Environmental Policy Act (NEPA) compliance be provided as criteria readiness?**

If the project is exempt from CEQA, the applicant can just state that in the application; it will be counted towards readiness.

**75. What happens if an award is won, and then construction is not completed by 2027 (due to unforeseen delays)?**

If the completion date cannot be met, funding is jeopardized.

**76. When do the UL or other certifications need to be done?**

At the time of application.

## Marine Vessels and Locomotives

**77. Can the Carl Moyer Program fund EV charging infrastructure for Hybrid Locomotives? As far as I know, the only fully electric locomotives are currently deployed through demonstration projects and still in research phases.**

The guidelines do not require that the charging infrastructure must be used on 100% electric equipment. Due to the nature of hybrid systems, grant applicants must elaborate how the estimate charging time is determined.

**78. I tried starting an application. I click on the link, sign in, and select "Create New Funding Proposal". Under Project Category, there is no option for infrastructure only. If I select Marine, then I have to select a subcategory that involves engine replacement. What am I doing wrong?**

All applications received at this time are "infrastructure - only", select repower, and complete as much relevant information as required. All others, state N/A and Air District staff will evaluate. Please refer to the application user guide posted on our website for specific instructions, and reach out to [grants@baaqmd.gov](mailto:grants@baaqmd.gov) if you have questions with the application system. Staff is available to assist.

## On-road

**79. Can you please clarify the minimum GVWR for on-road applications?**

The chargers may be used to support on-road vehicles above 14,000 lbs. in GVWR, such as trucks, transit buses, and school buses. Additionally, chargers may support primarily on-road vehicles that are above 8,500 lbs. but below or equal to 14,000 lbs. in GVWR, only if the proposed chargers are non-publicly accessible, will be strictly used for fleet charging, and is located at the applicant's site.

**80. Do projects with a mixed internal fleet (light/med/heavy) qualify? or does fleet have to be med/heavy?**

The chargers must *primarily* support vehicles over 8,500 lbs. in GVWR.

## Off-road

**81. Does the off-road equipment include electric chargers for forklifts that can only be used to work outdoors, or can they be used indoors like in a warehouse?**

There are no requirements regarding whether the EV equipment (e.g., forklift) that will use the chargers must be for indoor or outdoor use.

**82. What other requirements are needed if used for implementing the infrastructure for Forklifts specifically. Is there a certain gross weight capacity of the forklifts themselves to qualify?**

The gross weight capacity of the forklifts is also not a requirement. However, please note that the weight capacity may be a factor if you need to apply for other equipment replacement grants.

## Webinar

**83. Will this presentation be posted or sent out?**

The presentation has been posted online

**84. Will the meeting recording be shared after?**

The recording has been posted online.