



Infrastructure Solicitation Questions and Answers

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

Energy storage equipment is listed as an eligible cost.

- 3. 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.

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

Yes.

- 5. 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.

- 6. 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 question 5.

- 7. 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.

- 8. Can you please confirm that the Bay Area would fund wireless EV charging technology?**
This solicitation will not fund wireless EV charging technology.

Application & Award Process

- 9. 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).

- 10. 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.

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

No, we do not have an attendee list for the webinar.

- 12. 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.

- 13. 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.

- 14. 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.

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

At this this, we do not know.

Funding & Eligible Costs

- 16. 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*.

- 17. 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*.

Readiness

18. 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* will be 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.

19. 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.

20. What qualifies as not having started work yet on a project?

See response 19.

21. 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 can make a project more ready. See readiness criteria and *Funding and Eligible Project Costs* in the *Program Guidance*.

22. 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.

Marine Vessels and Locomotives

**23. 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.

On-road

24. 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.