

## BAAQMD Infrastructure Solicitation Q&A as of August 24th, 2023 - Final Update

The Air District held a program webinar on August 9th, 2023 to provide an overview of this solicitation and answer questions from interested parties. Please review the webinar recording on our program webpage for additional details on those questions. **Please note the answers in this matrix supersede the live answers in the webinar recording if there are differences.**

**Written questions will no longer be accepted by email as of Tuesday, August 15th, unless they are related to online system application assistance. These questions should be sent to [grants@baaqmd.gov](mailto:grants@baaqmd.gov) with the subject line "RE: Infrastructure Solicitation."**

Applications must be submitted through the **Air District's online application portal** (review the website here for portal information <https://www.baaqmd.gov/funding-and-incentives/apply-for-funding>) **no later than 12:00 p.m. (Pacific Time) on September 12, 2023**. The application portal will close after this date and time and no applications will be able to be processed.

**Please note the solicitation guidance document was updated on August 17, 2023.**

Program webpage: <https://www.baaqmd.gov/funding-and-incentives/businesses-and-fleets/infrastructure>

Application webpage: <https://www.baaqmd.gov/funding-and-incentives/apply-for-funding>

	Date Received	Question	Answer	Notes
1	7/6/2023	Under Key Eligibility Criteria it says : To be eligible, projects must be voluntary (not required or mandated by regulation). Does this mean any of the ZEB, NRV, and paratransit fleet transitions projects that are required by CARB regulations are not eligible?	Yes, projects can not be required by any regulation, including those from CARB. However, if the project is surplus to a regulation and/or can be completed before a compliance deadline we can potentially consider it.	Email
2	7/3/2023	Will the infrastructure need to remain in operation for a minimum of 3 years, in alignment with Chapter 10 of Moyer, or will Bay Area use a longer project life? Will project reporting also be for 3 years?	Under <i>Grantee Obligation</i> , the solicitation guidance states: Grantees are required to...maintain and operate the funded equipment for a minimum of three years and meet the contractual usage requirement that is based on the information provided by the Grantee in the application. For this solicitation the project life will be 3 years and the reporting requirement will be for 3 years.	Email
3	7/3/2023	Similar to other Moyer 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 BAAQMD?	Yes, similar to other Moyer grants the project cannot start before a contract has been signed/fully executed with the Air District. Please note we can consider some pre-contract execution costs.	Email
4	7/3/2023	Does BAAQMD have a maximum per applicant they will award? Can a single applicant submit multiple projects at different sites?	Please see the Solicitation Guidance, this is covered under <i>Funding and Eligible Project Costs</i> section.	Email
5	7/3/2023	Does BAAQMD have a timeline in place for when infrastructure projects, specifically the public-access ones, will need to be deployed by?	As part of the <i>Evaluation Criteria</i> , proposals will be evaluated to determine a site's potential to be installed and operating within two years. Please reference the estimated project timeline on page 4 of the solicitation document.	Email
6	7/13/2023	If we have a Transit related project (chargers for electric transit vehicles) for transit that serves an AB617 would we be eligible under the priority reserve?	The Air District is prioritizing funding for projects that reduce emissions in priority communities. If there is a project where the infrastructure is not in a priority community, but the vehicles travel through them regularly, and the applicant can demonstrate a commitment to continue to provide service with those zero emission vehicles in the future, applicants should include this information in the applications. It may be considered when evaluating projects.	Email
7	7/19/2023	Can you please clarify - this funding is only for electric charging infrastructure located in the BAAQMD?	Correct. This "a competitive solicitation for electric charging infrastructure to support heavy- and medium-duty vehicles and equipment" within the jurisdiction of the Bay Area AQMD only.	Email
8	7/18/2023	In the Carl Moyer Infrastructure chapter, for the plus-up funding available for projects that deploy wind and solar systems and the provision that at least 50% of the total energy provided to covered sources by the project must be generated from solar/wind. 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.	Email
9	7/24/2023	The client I am working with is looking to electrify their school buses that primarily serve local public-school districts. However, they are a private company. Can this qualify as "infrastructure for public school buses" and receive up to 100% ?	Private companies who provide school bus service to public schools are an eligible applicant, and the project to install chargers for school buses that serve public schools is an eligible project. There may be additional restrictions depending on the specifics of the project that may impact funding. This would be reviewed during evaluation of the project.	Email
10	7/26/2023	Page 4 of the guidelines state that projects must be complete by December 31, 2024. Will BAAQMD consider extending this deadline if a project runs into any unforeseen delays?	Extensions will not be granted, however the solicitation guidance will be updated and posted online with an updated completion deadline within 2 years of the Notice of Award. Please see page 4 of the solicitation document for updates.	Email
11	7/26/2023	Page 5 of the guidelines state that the following is required with an application: "Qualifications of applicants/partners: years installing charging infrastructure and number of successful projects completed to date." Is this required of just the project installer? Or the applicant too? Is the equipment vendor also required to provide this?	This is a requirement of only the applicant and any companies or organizations it is partnering with for this project. It is not a requirement of the installer or vendor, but the applicant is welcome to include this information.	Email
12	7/26/2023	Page 6 of the guidelines state that the following is required with an application: "Compliance documentation demonstrating the fleet(s) the chargers will be supporting are in compliance with applicable regulations." Please specify what type(s) of compliance documentation is required.	An affidavit stating that the fleets that the fleets the chargers will be supporting are in compliance with applicable regulations. Please see the updated solicitation guidance document for additional information.	Email

13	7/26/2023	Page 7 of the guidelines state that mobile chargers will not be considered. What is the program definition of "mobile charger"?	This program only funds permanent infrastructure. Mobile chargers are chargers that are mobile, in other words they are not permanent and can be moved.	Email
14	7/26/2023	Page 8 of the guidelines state 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 either be directly next to or in a sensitive receptor. For example, hospitals are considered a sensitive receptor, so the project would need to be either directly next to the hospital or in the hospital's parking lot.	Email
15	7/26/2023	Page 10 of the guidelines state that projects must be complete within 2 years, but Page 4 of the guidelines state that projects must be complete by December 31, 2024. Which is true?	The solicitation guidance will be updated and posted online with an updated completion deadline within 2 years of the Notice of Award. Please see page 4 of the solicitation document for updates.	Email
16	7/26/2023	Please define what is meant by "Design completed" on Page 10 of the guidelines.	This definition will differ depending on the complexity of the project installed at an applicable site. If the site plan requires engineering or other drawings these should be completed at the time of application, if possible.	Email
17	7/26/2023	Please define what is meant by "Approved site plan" on Page 10 of the guidelines.	Approved Site Plan means the site plan is approved by all such entities required to approve the plan pursuant to an applicable code or other similar requirement.	Email
18	7/26/2023	I could not find a copy of the draft funding agreement at the link provided on Page 11 of the guidelines. Can you please provide this?	An example contract is now available online at the link in the solicitation guidance document.	Email
19	7/26/2023	Are federal entities eligible to apply to this solicitation?	Both public and private entities with tax ID numbers can apply.	Email
20	7/26/2023	Are tribal entities eligible to apply to this solicitation?	Both public and private entities with tax ID numbers can apply.	Email
21	7/26/2023	Are the following costs considered eligible costs? Network/Cloud	No. A list of eligible costs can be found on pages 8 and 9.	Email
22	7/26/2023	Is this program stackable with the following other programs: CEC's EnergiIZE Jump Start Program CEC's EnergiIZE – Drayage & Transit Set-Aside EPA's Clean School Bus Program Local funds	This program can potentially co-fund with other funding programs as long as the requirements of all contributing programs are met, grant funds do not exceed the total project costs, and the applicant must provide a 15% cost share for private sector projects (unless otherwise noted in cost share % tables in the solicitation document). This solicitation requires an applicant to identify other funding sources and the amount of funding at the time of application. Applicants are responsible for making sure the other funding sources requirements are met. The Air District may request additional information based on the co-funding programs and is required to conduct additional verification with CARB. At this time we are not able to evaluate/approve co-funding and will have to consider this once a site is submitted.	Email
23	7/26/2023	Can an applicant submit multiple applications?	Yes	Email
24	7/26/2023	Can an applicant begin project work before executing a grant contract, if awarded?	No, see question 3.	Email
25	7/27/2023	Does the individual leasing/owning the property have to be the applicant?	Yes. Applicants need to provide documentation of property ownership or a long-term lease with a minimum of 3-years remaining after project completion.	Email
26	7/27/2023	One criteria we have questions about is the following: "Demonstrated need and readiness, including completed design, permits, and CEQA." What would it take/look like to pursue EV infrastructure?	This specific language is not in the solicitation. This may be referencing the evaluation criteria outlined on page 9-10. In this section, Statement of Need and Readiness are outlined. Readiness includes permits, design and CEQA. Please review this section for clarification on what each term is referencing.	Email
27	7/27/2023	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 and answers will be posted regularly in this Q&A on the website. Grants staff is available to support on technical issues around the grants application system. Please send an email to grants@baaqmd.gov.	Email
28	8/2/2023	Is stacking with CEC funding (i.e., EnergiIZE) allowed under this solicitation on?	See question 22	Email
29	8/3/2023	To what extent will Bay Area protect confidential information on that is submitted within an application? Can an Applicant mark portions of their application as confidential, or submit a list of information that the applicant considers confidential?	Do not submit confidential information as part of your application. As a public agency, the Air District is required to release information as part of Public Records Requests.	Email
30	8/4/2023	How does BAAQMD define permanent in regards to the requirement that the infrastructure must be permanent? Charging technology installed in 2024 may not be well equipped to charger new MHD EVs in 2030 which may demand MCS chargers.	Chargers and associated equipment must be attached to the ground and not be easily moved between locations. The project life of these projects is 3 years. After the life of the project, the grantee may choose to upgrade its charging systems.	Email
31	8/4/2023	For the 10%+ plus-up funding described at the bottom of the table on page 8, how can an Applicant show that the proposed charging infrastructure will serve a port, railyard, or freight facility? Does the infrastructure need to be located within a port, railyard, or freight facility to qualify?	We expect the infrastructure to be located in the port, railyard, or freight facility to qualify for 10% Surplus. But If the infrastructure is not located within one of these facilities, but serves them, the applicant may include documentation or a letter stating that these facilities will be served by the infrastructure for the Air District's review.	Email
32	8/9/2023	Regarding the Funding Lane and infrastructure, are Electrolyzers for infrastructure and BEV included and accepted?	This is a solicitation for electric charging infrastructure only. As a result electrolyzers and vehicles are not accepted. The Air District will be opening a first-come first-served solicitation in the fall in which both of these items may be eligible.	Email
33	8/9/2023	Could we obtain a list of examples of projects used in proposal submissions in the past and maybe projects currently in the running?	As this is a pilot, we do not have an example of projects that have been submitted in the past. As a competitive solicitation, we do not have a list of projects in the running. We encourage you to review the solicitation guidance and associated documents to understand the requirements of the program.	Email

34	8/8/2023	What about trash and recycling trucks?	Infrastructure that supports zero-emission trash and recycling trucks are an eligible equipment category.	Webinar
35	8/8/2023	Do you need the electric MDHD vehicles currently on the site the infrastructure is to be installed? Or can these be installed at sites to serve MDHD's that don't specifically own MDHD's but support the charging needs of MDHD's.	Either situation is fine, however, please be aware that there will be a usage requirement on the project for each site and you must provide an estimate of the usage as part of the application. If the equipment won't be present soon after the chargers are installed that may impact your ability to meet the contracted usage requirement.	Webinar
36	8/8/2023	Can you clarify whether on-road MDVs below 14,001 GVWR qualify? I have seen language including MDVs and other language where only HDVs are mentioned	Supported on-road equipment must be at least 14,001 GVWR or greater.	Webinar
37	8/8/2023	Does this apply to hydrogen dispensers and infrastructure?	No, we are only considering electric infrastructure under this solicitation.	Webinar
38	8/8/2023	Are private entities working with municipalities for public fleet charging eligible to own the infrastructure? And if so, who would be the applicant? The municipality, or the private entity?	If the private entity owns the land and is operating and maintaining the chargers, they would then be the applicant and in their application include documentation demonstrating that the public agency's fleet will use the chargers.	Webinar
39	8/8/2023	Is wireless charging eligible for this funding program?	Yes this is something we can consider.	Webinar
40	8/8/2023	1) "No binding financial action before contract execution" -- can we still incur costs prior to contract execution (e.g. design and engineering) that will not be counted towards the requested funding? 2) Are there any limitations on stackability of this funding with others?  Seems to clash with the readiness criteria that utility assessment, permitting, and/or design is completed. Hope you can clarify further.	1) Please see page 8 and 9 of the solicitation document, but yes some pre-contract execution that may be required/requested as part of the solicitation costs can be considered eligible (or not eligible if they aren't chose to be pursued for funding). However, if your project is not selected to move forward we won't be able to provide any reimbursement. 2) For the stacking question please see question 22 above.	Webinar
41	8/8/2023	Is battery swapping for medium duty vehicles eligible?	Yes we can consider battery swapping infrastructure in this solicitation as long as it meets the minimum program requirements.	Webinar
42	8/8/2023	1. Is stacking with CEC funding (i.e., EnergiIZE) allowed under this solicitation? 2. To what extent will Bay Area protect confidential information that is submitted within an application? - Can an Applicant mark portions of their application as confidential, or submit a list of information that the applicant considers confidential? 3. For the 10%+ plus-up funding described at the bottom of the table on page 8, how can an Applicant show that the proposed charging infrastructure will serve a port, railyard, or freight facility? Does the infrastructure need to be located within a port, railyard, or freight facility to qualify?	1) Please see the answer to question 22 above. 2) The BAAQMD is a public agency and subject to the CA Public Records Act. We advise against providing confidential information since we may not be able to prevent it from being disclosed. 3) We expect the infrastructure to be located in the port, railyard, or freight facility to qualify for 10% Surplus. But if the infrastructure is not located within one of these facilities, but serves them, the applicant may include documentation or a letter stating that these facilities will be served by the infrastructure for the Air District's review.	Webinar
43	8/8/2023	Can this funding be used for charging infrastructure for heavy duty electric forklifts?	Yes that is an eligible category for the infrastructure to support.	Webinar
44	8/8/2023	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?	For the following 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). None of these regulations 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 infrastructure construction or site electrification delays.	Webinar
45	8/8/2023	Would an entitled private development project with a condition of approval requiring phase-in of zero emission trucks be considered eligible to receive funding through this program? In other words would it specifically meet the "voluntary" criterion?	Our program is a voluntary incentive program so if the project is required by a regulation, ordinance, or any other agreement then it would not be eligible unless it will be surplus to the requirement.	Webinar
46	8/8/2023	My company leases our equipment to our client yet infrastructure is needed at these locations when the equipment gets delivered. Are we allowed to apply on behalf of our client and is leasing entities allowed? My question I sent is for TRUs, terminal tractors, and class 7-8 trucks	The charging infrastructure must be permanently installed for the duration of the project life which is 3-years. If one of your clients needs charging infrastructure and can demonstrate they have a lease at their facility which covers the project term and the additional 3 years we can potentially consider a project. Your customer will need to apply for the grant, you cannot apply on their behalf.	Webinar

47	8/8/2023	<p>1) Will BAAQMD consider extending the Oct 2025 project deadline if a project runs into any unforeseen delays outside of the fleet's control?</p> <p>2) What type of compliance documentation is required of fleets?</p> <p>3) 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?</p> <p>4) Are federal entities eligible to apply? Are tribal entities eligible to apply?</p> <p>5) Is networking for smart chargers an eligible cost?</p>	<p>1) Please see question 10 above. It is unlikely we will be able to consider extensions. 2) The solicitation document does request fleet compliance documentation. We only need applicants to fill out the request Regulatory Compliance Form. Subsequent edits to the solicitation guidance document will make this update. 3) The sensitive receptor criteria will be evaluated if a tie breaker is needed during the ranking process. We will take a look at the proximity of a project site to sensitive receptors when taking this into account (please also see the response to question 14 above). 4) Yes federal entities and tribal entities are eligible to apply as long as they have a tax ID number. 5) No we aren't considering a network or cloud as eligible costs.</p>	Webinar
48	8/8/2023	do you anticipate a second funding opportunity in the future?	This is a pilot program we are running. We cannot guarantee we will have another program like this in the future but it is possible.	Webinar
49	8/8/2023	Bullet 1 Design - how detail design has to be - Preliminary Engineering will suffice or not.	Please see question 16 above. This will depend on how complex a project might be. Some sites might be a simpler project not needing designs. That being said, the recommendation is to have plans that are as complete as possible.	Webinar
50	8/8/2023	We are just starting a study for planning out what we need to install at over 26 sites. Once the study is done we will do detailed design. Is the study eligible for funding?	Please see the answer to question 40.	Webinar
51	8/8/2023	<p>For a marine vessel charging project, how will Surplus be evaluated against the chc and regulation and infrastructure requirements requirements for 99kw or less? Will you look at surplus for the facility and vessel Owner separately? Will consideration be given to projects that are installing infrastructure willingly to support an electric vessel Build?</p> <p>Which map will be used for sensitive receptor identification? Sb535?</p>	<p>Surplus will be based on vessels using the infrastructure. Technically the infrastructure itself does not bring in emission surplus, and we will check with CARB in regards to compliance.</p> <p>We may consider infrastructure only project applications where the infrastructure project applicant does not necessarily own and operate a vessel, but the applicant must provide a statement of need and provide information on vessels that would use the infrastructure</p> <p>Please refer to answer 47(3) for the sensitive receptor question. Feel free to include a list of sensitive receptors in your application.</p>	Webinar
52	8/8/2023	Does the 95% uptime requirement apply if the equipment is intended for fleet owners, rather than the general public?	This is a requirement for all projects.	Webinar
53	8/8/2023	Can this funding be stacked with CARBS advanced technology and demonstration funding?	Please see question 22 above.	Webinar
54	8/8/2023	If we would like to apply for BAAQMD funding for infrastructure to support electric buses that are required to be in compliance with the ICT, would that be eligible for funding?	See question 44. You are eligible for funding.	Webinar
55	8/8/2023	Any higher scoring on made in USA / Buy America Build America EVSEs?	No this will not be considered in ranking of projects.	Webinar
56	8/8/2023	Given the voluntary/surplus requirement, if public transportation agencies are subject to the 100% ZEV CARB transition rule by 2035, does that mean our electric infrastructure project isn't eligible? Or are we eligible as long as we complete the project by Oct 2025?	See question 44. You are eligible for funding.	Webinar
57	8/8/2023	Can BAAQMD be stacked with federal funding on this project?	Please see question 22.	Webinar
58	8/8/2023	If a private company is selected for a BAAQMD M/HD EV electrical charging installation award under one program, are they eligible to apply for another award to increased the number of EV chargers at the same site under a following BAAQMD program. Are there any limitations?	If an applicant is considering a phased in approach to putting charging infrastructure in a location, they should apply with the first or current phase and then are welcome to apply for future funding opportunities for the next discrete phase.	Webinar
59	8/8/2023	To expand on a site, does the first project have to be fully completed?	No, however with limited exceptions work completed before contract execution is not eligible for funding.	Webinar
60	8/8/2023	Question about the readiness criteria that needs to be met. The proposal is going to be assessed for readiness, so this includes utility, assessments permitting, design being completed. Will costs incurred to meet the solicitation criteria be eligible for funding? It sounds like costs incurred pre-contract execution may not be eligible.	Please see question 40 above.	Webinar

61	8/8/2023	Question on the voluntary surplus requirement. The Innovative Clean Transportation Regulation (ICT) requires 25% of public transportation agencies purchases to be zero-emissions. For this solicitation does this put public agencies as a disadvantage vs the private sector? Is there a similar private sector requirement? Seems like there should be an even playing field since this might make private fleets more competitive and this might limit public fleets.	See question 44.	Webinar
62	8/8/2023	The imminent bill SB233 requires bi-directional charging. Will that be required for this solicitation?	This is not a specific requirement of this solicitation but the applicant is responsible for complying with any additional requirements not covered in the solicitation guidance.	Webinar
63	8/8/2023	Wanted to elevate the ICT requirement question. Can funding be used to comply with acf regulations prior to prior the year of the requirement? And is there a period of performance that must be completed before those regulations take effect?	See question 44.	Webinar
64	8/8/2023	Question on stacking grants and emission reductions. Does this program need to claim the emission reduction credits if it's part of a larger project or can these funds be tacked on to another project that needs to claim these reductions?	The Air District must coordinate with CARB and get approval on infrastructure projects that are co-funded. Infrastructure projects under this solicitation do not claim criteria pollutant reductions so having funding from this solicitation be part of another larger projects is possible. Please see the answer to question 22 as well.	Webinar
65	8/10/2023	1) 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? 2) Is a meter necessary to track the usage? Or how should the usage be tracked?	1) No there is no pre-approved list. Please see page 8 of the solicitation documentation for the full list of requirements. 2) There will be a kWh usage requirement for each project site that must be tracked. Thus, a project must have a way to track and report this information.	Email
66	7/27/2023	What are the narrative requirements for this application? How much explanation is required for each project and for project documentation required?	A specific narrative is not a requirement of the application but all details requested in the solicitation and supplemental documentation must be provided. You can submit a narrative as an attachment if you would like to.	Email
67	7/27/2023	Is there a page limit to any narrative provided for the application?	No.	Email
68	7/27/2023	Should the "Statement of Need" be submitted through the required site information excel document?	Yes please include it in the excel document. Supplemental information can also be attached in the online system as its own document, as needed.	Email
69	7/27/2023	Should the Readiness Criteria and Potential Impact of Award evaluation criteria be submitted in narrative form or documentation only?	The Readiness Criteria will be evaluated based on documentation submitted. You can submit a narrative explanation if you would like to but this isn't required and won't be part of the evaluated criteria (meaning a narrative will not cause a project to be evaluated more favorably). The Potential Impact of Grant Award is going to be evaluated based on a calculation. You can submit a narrative explanation if you would like to but this isn't required and won't be part of the evaluated criteria (meaning a narrative will not cause a project to be evaluated more favorably).	Email
70	7/27/2023	Can you provide an example calculation using the eligibility criteria percentages? For ex., if a project is \$10MM of eligible costs, the applicant if applying under "Any Infrastructure Project" not in a Priority Community may request 50%, or \$5MM, towards the eligible costs?	A project site's total eligible costs are \$1 million. The Project Type falls into the any infrastructure project and is outside of a disadvantaged community. A grant of up to 50% of eligible costs can be awarded by the Air District which would be up to \$500,000.	Email
71	7/27/2023	Will submitted applications be made public? Can we submit confidential information?	See question 29.	Email
72	7/27/2023	Will BAAQMD provide the exact scoring criteria for evaluation? Which parts of the application have a greater scoring weight? Which are worth less?	Please review the selection criteria in the solicitation where this information is outlined. This was also reviewed in the webinar posted on the solicitation website.	Email
73	7/27/2023	Will the "Maximum Percentage of Eligible Costs" drive any portion of project ranking?	Please review the selection criteria in the solicitation where this information is outlined. This was also reviewed in the webinar posted on the solicitation website.	Email
74	7/27/2023	What should applicants include in the Proposal Survey: On Road Replacement section of the online application? Should this be used as an opportunity to describe the project? This is in reference to the final portion of the online application "Customer Survey" where there is room for "any comments for the District staff about your proposal."	No, there is no need to add additional information here.	Email
75	7/27/2023	In the online application for "Total project cost (all equipment and infrastructure)" do you want the total project eligible costs or all project costs?	Please enter the total project costs. The District will determine eligible and ineligible costs.	Email
76	7/27/2023	How should an applicant quantify fleet size if the applicant intends to build a facility to be used by multiple fleets over a period of multiple years?	It's unclear if you are referring to the online application system question or something within the solicitation guidance or backup documents. If the question is referring to how many vehicles or pieces of equipment will use a charging site this should be based on an accurate estimate of the amount of vehicles or equipment since the usage requirement for the project term will be based on this information. If this question is related to the online system (for example in the off-road category under Project Details) please use your best estimate to quantify a fleet size.	Email
77	7/27/2023	Is all of the City of Livermore inside of the Livermore Priority Community area?	A majority of the city is in the Air District's Priority community area but may not be within CARB's DAC and LIC communities. It's best to reference the maps in the solicitation guidance. Also see question 86 below.	Email

78	7/27/2023	Should the applicant calculate the investment/kW deployed?	No, the Air District will complete this calculation.	Email
79	7/27/2023	Will the applicant be able to "stack" grant funding with another grant received? From the CEC, for example.	See question 22.	Email
80	7/27/2023	If projects must be "voluntary," can a project be partially justified by supporting local AHJ/ESG/AQ/Energy efficiency or other mandates?	The full scope of the submitted project must be voluntary and not required. Any required part of a project should be removed from the scope. If separation isn't possible the project may not be a good fit for this program.	Email
81	7/27/2023	For the AQ compliance statement, the applicant will not need to meet our customers to meet these requirements, correct?	The compliance statement is for the applicant.	Email
82	7/27/2023	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 AQMD to resolve issues before penalties are incurred?	The Air District will work with grantees if issues occur, however they should be aware that penalties including reduction of funding may be a consequence of low up-time.	Email
83	7/27/2023	Does charger software over the period of the contract count as an eligible cost? Including, but not limited to: EV charging software, telematics, fleet management software?	No. Only costs associated with meter/data logging equipment are considered potentially eligible and any others listed in the solicitation document on pages 8 and 9.	Email
84	7/27/2023	If stormwater plan costs are a part of site development infrastructure would they become partially or fully eligible for reimbursement?	No. A list of eligible costs can be found on pages 8 and 9.	Email
85	7/27/2023	How flexible is awarded funding? For example, an applicant indicates one technology on the application, but after additional months of diligence and review the preferred technology is slightly different or from a different OEM... will the applicant have the flexibility to update the site design, engineering, etc. as development continues?	The projects needs to be shovel-ready, so the applicants should know when applying what technology they will be using. If the project is not shovel-ready, the applicant should not apply to this solicitation and consider applying to a future solicitation when the project is shovel-ready.	Email
86	7/27/2023	Can you clarify which map, or if both, will determine priority communities for the purposes of grant funding? The two sources provided by the Bay Area AQMD are: <a href="https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=6b4b15f8c6514733972cabdda3108348">https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=6b4b15f8c6514733972cabdda3108348</a> <a href="https://www.baaqmd.gov/~/_/media/Files/Strategic%20Incentives/Carl%20Moyer/Grant%20Communities%202014%20v4.ashx">https://www.baaqmd.gov/~/_/media/Files/Strategic%20Incentives/Carl%20Moyer/Grant%20Communities%202014%20v4.ashx</a> (map attached in case link does not work)	The first map referenced by CARB will be used for determining priority communities for the additional funding percentages. However, a project could fall into an Air District priority community and not be eligible for the additional cost share but may be allocated part of the 80% funding target.	Email
87	7/27/2023	Under "Readiness Criteria," the AQMD states 2 of the following are needed to qualify. Would you be able to specify if a project qualifies if these items are in progress or significantly advanced? i.e. an AHJ has indicated that the project will be CEQA exempt, but the project is not yet at the stage of development to file a notice of exemption OR project is at 30% design phase, but not a complete design. Will there be flexibility to meet these criteria?	The projects need to be shovel-ready in order to be completed by the timeline set in the solicitation package. If the applicant can not demonstrate 2 of the readiness criteria in the application, then they should wait until the project is shovel-ready and apply to a future solicitation.	Email
88	7/27/2023	The Infrastructure Solicitation is requesting a Proposal/Project number that should be generated from the online application, but it does not look like it will be generated until the application is submitted. Is there a way to see this number to add it to our application.	Thank you for noting this, an application number will be assigned after submission so you can disregard this column in the excel spreadsheet.	Email
89	8/15/2023	1) Are upstream electrical and civil improvements and/or design eligible for reimbursement?  2) Are we allowed to solicit bids and receive Board approval for the work prior to signing a contract with BAAQMD?	1) All potential eligible costs must be directly related to or required for installation or expansion of the charging infrastructure. Costs for a larger civil improvement project that isn't solely required for the installation or expansion the projects electric infrastructure will not be considered. 2) No binding financial action can be taken before a grant contract is fully executed. If bids and board approval don't require a binding financial action or commitment then there isn't an issue.	Email