Alright, we are recording, so we are gonna get this going. Good morning everyone and welcome to today's electric charging infrastructure.

Webinar. I'm Daniel Langmade, a senior staff specialist with the Bay Area Air Quality Management District.

And joining me today is Minda Rebecca, a manager in SID and Cynthia Wong is also assisting with this webinar and using Liu will be helping with the QA later on.

Before we get started, I'd like to go over a few housekeeping items. So you'll know how to participate in the webinar today.

Here's a screenshot of the zoom interface you should see something that looks like this on your own computer at the bottom of your screen.

You're listening in using your computer speakers by default. If you would prefer to join over the phone, select the up arrow to the right of your microphone button, which will pop up a menu and select the switch to phone option and enter in the dial in information in the invite to join by phone.

Please be aware that you will not be able to use your video or share your screen during the presentation today and you will not be able to unmute unless you are prompted to.

Today's webinar is being recorded and a copy of today's presentation and a recording of the webinar will be available on our website within a few days.

You can also. You can also email us at grants at BAAQ. Gov for a copy of the slides.

Lastly, you will have the opportunity to submit questions, on today's presentation by typing your questions in the chat session using the chat button and send them to please send me your question Cynthia host or you can also send them to everyone.
You may send in your questions at any time during the presentation. So that we can collect them and answer them at the end during the QA session.

00:04:21.000 -- 00:04:29.000
We will also be taking live audio questions at the end of the presentation. Please use the raise hand function if you would like to participate through audio.

00:04:29.000 -- 00:04:33.000
And we will call on you and unmute you. Please indicate your name and your organization before your question.

00:04:33.000 -- 00:04:45.000
You can also send questions, comments, and feedback to our grants email if you're unable to during today's presentation.

00:04:45.000 -- 00:04:53.000
Alright, so here is the outline for the webinar today. We will start with some background on the air district and strategic incentives division and then we'll provide an overview of the.

00:04:53.000 -- 00:04:58.000
Competitive charging infrastructure solicitation. At the end of the presentation, we will be available to answer questions.

00:04:58.000 -- 00:05:02.000
Please be aware this is a high level overview and additional required details are available in the solicitation.

00:05:02.000 -- 00:05:17.000
Document, which interested applicants must review. Overall this webinar should take about an hour today.

00:05:17.000 -- 00:05:29.000
So here's a little background on who we are. At the air district we are responsible for regulating stationary sources of air pollution in the region and protecting and improving public health, air quality, and the global climate.

00:05:29.000 -- 00:05:35.000
Their district was established in 1955 and it is the first regional air pollution control agency in the country.

00:05:35.000 -- 00:05:54.000
We currently serve over 7 million residents located throughout the 9 Bay Area counties. The strategic incentives division, which is the division that we all work in, provides grant funds to target emission reductions from mobile sources with the goal of funding technologies and projects that have the greatest potential to reduce greenhouse.
Reduce to criteria pollutants toxic air contaminants and greenhouse gases in Bay Area.

We also prioritize funding to help air quality in our highly impacted communities, which are West Oakland, East Oakland, San Leandro, Pittsburgh, Baypoint, San Jose, eastern San Francisco, Richmond, and Pablo and the Tri Valley areas in Vallejo.

So now on to the solicitation. The main goal of solicitation is to fund permanent electric infrastructure installations or expansions that's for the deployment of zero-mission vehicles and equipment in the Bay Area.

So these are the supported equipment categories. The charging station must be used to support all categories of heavy duty equipment and vehicles.

Examples of this. Include but are not limited to on road vehicles above 14,001 gross vehicle weight rating such as transit and school buses and trucks.

Mobile off road equipment that is 25 fourth power or graders such as ag equipment construction equipment transportation refrigeration units forklift, cargo handling equipment, and ground support equipment.

Locomotives and marine vessels and equipment. Please note that we are not funding infrastructure to support light.

Duty vehicles. And if you're interested in funding for those vehicle types. Please see the charge solicitation, which typically opens annually in the fall time.

Excuse me.

So a total of 30 million is available in grant funding under the solicitation. 80% of these funds are targeted for priority communities.
The goal of solicitation is to fund at least 7 sites. And the maximum award per site is 5 million dollars and the minimum award is $50,000.

Now the maximum award to a single applicant is 15 million and there is no cap on the number of sites an applicant can apply for.

Co-funding with other sources is allowed. As long as the requirements of all programs are met.

So funding percentages. This table shows the maximum funding percentages that are available for different project types. This table is also available in the solicitation document.

A few notes on this table for project types located at a sensitive receptor, a sensitive receptor is any residence including private homes, condos, apartments, and living quarters.

Educational resources such as preschools and kindergarten through grade 12. Schools, day daycare centers and healthcare facilities such as hospitals or retirement and nursing homes.

And a sensitive receptor also includes a long term care facilities, hospitals. Ouspices, prisons, and dormitories are similar live in housing.

Oh, this definition is from the community air protection incentives, 2019 guidelines. For solar and wind systems at least 50% of the power must come from these sources.

For additional incentives for projects also serving port railyards or freight facilities. Funding of eligible costs must not exceed a hundred percent.

That is it for my part of this presentation and Minda will be presenting the remainder of the slides.

Thank you, Daniel. Can you switch to the next slide for me, please?

Great. So I'm going to talk about eligible costs that are considered and rather than reading through this whole list, I'm going to pause for a minute so folks can take a look.
Something to keep in mind is that this is located in their solicitation package, and everything is laid out there as well as what ineligible costs are.

But just, just to be clear, these are the eligible costs. So if you don't see a cost on this list, it is not eligible.

So I'll pause here for a minute just so folks can read through this and if there are questions we can answer at the end or put it, you can put it into the chat.

Okay, Daniel, can you go ahead and go to the next slide, please?

So here are some key eligibility requirements. And again, this is all listed out in the solicitation.

So the sites for charging must be located within the air district. And just to be clear, your company or organization does not need to be located in their district, but your sites where you're going to be building the facility.

Must be the charging equipment must be permanently installed and not mobile. We've gotten some questions about what qualifies as mobile.

So if it's on wheels, it's mobile. And if it's attached to the ground, it's permanently installed.

The projects need to be new or expanded. And so, some folks might be interested in upgrading their current charging facilities.

This is not the solicitation for that. The solicitation is for a new, new equipment or if you have a current site that you want to expand on that could qualify as well.

The projects need to be voluntary so they can't be required by any regulation or legislation. And, we are, accepting projects.
That are public and private. For charging sites and applicants also could be public or private entities. The charging equipment must be at least a level 2.

And a 6.6 kilowatt output or greater. 95% charge of time requirement is for this, for these projects.

So that means that 95% of the time the charging equipment has to be working. And the charging equipment must have at least a 3 year warranty associated with it.

In addition to all of this, no binding financial action can be taken before contract execution. So if you've already signed contracts for the equipment for a site, this is not the right solution for you.

There's additional information in the solicitation guidance and we encourage folks to take a look and reach out if they have questions.

Daniel, can you switch to the next slide please? Thank you. We want to talk a little bit about compliance and violations.

So that applicants must submit their district's regulatory compliance statement, which certifies compliance. Applicants fleets must also be in compliance with all applicable regulations.

So even though this is a charging infrastructure solicitation, if you have fleets, they must be in compliance with any applicable regulations.

Applicants must be in good standing with the air district and have no unresolved violations with the air district or with the California Air Resources Board.

And unresolved and, violations may disqualify an applicant. So just to be clear about what this means, so let's say for example you're a recycling company and so you have your fleet of vehicles but you also have a recycling center in the air district and your fleet of vehicles doesn't have any violations associated with it.

And that's great. But your recycling center does. You need to get those violations resolved before we can move forward with contracting with you.
So we recognize that often the people who are doing the grants aren't the people who are managing facilities.

So, make sure that you're connecting with those folks and understand if they're any violations and we really highly encourage you to get them resolved now.

So it doesn't become an issue later. Let me try to fund your project. Daniel, can you switch to in the next slide, please?

This is our tentative program schedule. Notice the items in red have been updates since the solicitation and this will be updated also on our website and in a red line version of our solicitation will be posted shortly.

So as you know the application period has begun. And the deadline for written questions is going to be August fifteenth.

So that's coming up pretty soon. We are answering questions in written form. Post on our website approximately every 2 weeks.

So we posted the first one about 2 weeks ago and I believe the next one will be posted this week.

The application period ends on September twelfth at noon. We highly encourage folks to get their applications and sooner so they don't run into technical difficulties. Right beforehand.

We'll try to be available to answer any technical questions that come up, but we really encourage you to try to get everything resolved much earlier than that in case technical issues do come up.

By mid October, we're hoping to have our initial evaluations and ranking complete to be able to bring to the board of directors.

And ideally will be contracting later in the winter. All work is going to need to be installed and funded.
Stations are going to need to be completed by October of 2,025. And the required usage and submitting a final report would be in the spring of 2029.

Dina, can you go to the next slide please?

So we have a list of application requirements and there's actually a checklist available on our website.

We highly encourage you to use that as a means to make sure that you get everything in. We are only going to review applications that are complete.

So make sure you go through that checklist and you have everything that we require. Yeah, you obviously will need your organization or company information.

Information about the site where the charging will be installed. The infrastructure will be installed there'll be questions about project specific information for each site if you have multiple sites.

We'll also be seeking financial documentation, including itemized quotes. And make sure that the quotes are itemized.

It helps us on our end and reduces back and forth. Compliance documentation as well will be required and there's a series of attachments that we're seeking and again these are all on our website and there's a checklist on our website too.

So be sure to use that. Complete applications maybe disqualified from consideration and will only be reviewing complete applications.

Daniel, can you please go to the next? Alright, thank you. So we have an online application portal.

All projects must be submitted through this online application portal with the required information, attachments, and in the applicable supported equipment category.

Attachments and, in the applicable supported equipment category. So there's a few different categories.
For example, there's Port Freight Marine, which would have marine equipment, locomotive, so those kinds of things.

Projects must have separate applications for each site. So for example, if you are interested in doing multiple public.

Charging locations for heavy, tracks and you have 3 different sites who are interested in funding. Each of those sites should be a separate application and you should submit all the appropriate information for each site with each of the different applications.

We have detailed user guides on our website. Or infrastructure that supports each category type. We highly recommend that you use these.

And of course you can reach out if you have any technical issues with our online system. Daniel, can you go to the next slide please?

Thank you. So projects will be evaluated. According to the following criteria. And sites that meet all the minimum program qualifications will be evaluated based on following criteria.

So the first is statement of need. So let me just share with the purpose of the statement of need is.

We want to make sure that we're funding projects that will be needed, right, and aren't going to end up abandoned assets.

It's very important. For this solicitation. So, that could look like a lot of different things.

It could look like. You have a fleet ready to go, that will use this infrastructure. That would be a high need.

Or you have other fleets that you know of and are willing to write a letter of support saying we will use this infrastructure.

Or maybe you're aware of some compliance that lines that are coming up that will bring people, or operators to your charging.
Maybe that's another statement of need. So showing us that this project will be used after being funded is really critical.

And this is a bit of an in or out. So either you, there is a need or there isn't.

And if there is, then we'll review the second set of criteria, which is the readiness criteria.

This is outlined in the solicitation as well. And the readiness criteria, are things like a SQL completed.

You have to, or design, completed those kinds of things. And if you have at least 2 of these readiness criteria, then you get to move on to the second, the next.

Criteria so again this is a bit of a in or out either you have it or you don't The next is the potential impact.

Of the grant, which is the kilowatts that are being brought to the site over the amount of funding being requested and this is where your project would be ranked.

Against other projects. If needed, for example, if there are 2 projects that, are ranked equally, we will be looking at proximity to sensitive receptors, which is what Daniel laid out earlier.

We encourage you to review the solicitation document for additional details and of course you can reach out if you have questions through.

Next slide, please. So after today, if you have additional questions, I've been referencing that a bit.

This is how you can get in touch with us. Inside emails to grants@baaqmd.go.

Question the answers from the webinar will be posted on our website. As I mentioned, we'll do our best to post it every 2 weeks.
Note that we will not be answering questions on the solicitation after August 15 unless they are related to assistance.

With online system. So technological assistance. We're also not taking individual meetings with applicants. This is a competitive solicitation and we want to be prepared to all applicants and not give anyone an undo advantage.

So everything needs to come in through the email and we will post it publicly. Of course there are also questions that are gonna come up in this webinar and we'll answer those and then this will be posted publicly as well for everyone.

Next slide please.

Okay, so now we have an opportunity to answer some questions. We're going to pause for just 1 min.

And then what we can do is answer a few questions that come in with hands raised. And then we'll answer questions that came in through the chat.

And then back to answer is and so on and we'll hopefully get through them pretty quickly. So we'll take a minute and then we'll start with that.

So if you have any questions, you're welcome to put them in the chat or raise your hand.

Oh, and when you do, either raise your hand or post them into the chat, please specify what category you're talking about and also state your name and affiliation.

Okay, I see 2 hands raised, so we'll start with, And then Katherine and then we'll go to the questions in the chat.

So I'm going to ask to unmute you, Lima, go ahead.

Hi, can you hear me?
Hi, yep, I'm on Norden, Edison Energy. I have a question about the readiness criteria that needs to be met.

So it sounds like And correct me if I'm wrong with my assumption here at the time of application.

The proposal is going to be assessed for readiness. So this includes utility assessments, permitting, design being completed.

So will cause incurred. You know, to meet the readiness criteria. Be able to be countered towards the funding that we apply for.

Because it sounds like. Any causing current prior to contract execution. May not be covered.

That's a great question, so some costs. Prior to contract execution can be incurred and I believe we have a broken down in our solicitation can be incurred.

And I believe we have a broken down in our solicitation, which ones that would include. And I believe we have a broken down in our solicitation, which ones that would include. And I believe we have a broken down in our solicitation, which ones that would include.

But we can go back and double check and if not, we'll add it to the QA and be very explicit as to what would and would not be.

Thank you for your question. I'm gonna go ahead and lower your hand. Catherine, I'm gonna ask.

Yes, hi. Can you hear me? This is Kathy. Yeah.

Yeah, we can hear you. Thanks.

So my question is about eligibility. The third bullet says be voluntary and surplus. They cannot be mandatory or used to meet local or state compliance or other requirements before completion.
Of the grant contract term. As you know, public transit agencies, not private. Must meet. The ICT, the innovative clean transportation regulation.

And as a result, 25% of our fleet purchase must be 0 mission. Our.

Does this put us at a disadvantage relative to the private sector? In other words, does the private sector have a similar requirement?

Hmm. This sounds like it's more of a regular question as opposed to a solicitation question.

Are you asking because you have to do 25%? Already that the and the private sector doesn't.

Are they more competitive in the solicitation?

Right, exactly. So if. If we have not met the ICT requirement. In terms of our fleet, let's say we purchase a hundred buses, 25 of them have to be 0 mission.

And based on this bullet, we could only get the infrastructure for that. Extra over and above bus.

So. And so it limits whether we're actually eligible or not.

That's a great question, Katherine. I'm glad you brought that up. Let us bring this one back to our team to think about where this would fall.

And we'll put this into our QA and we'll post it online because I think that's an interesting question.

Thanks. Thanks for bringing that up.

Yeah, I just wanna make sure that the public sector and the private sector are on an even playing field here.
Hmm.

00:25:50.000 --> 00:26:03.000
And. That we have just as much of a chance of getting these funds as someone who doesn't have.

00:26:03.000 --> 00:26:06.000
That requirement.

00:26:06.000 --> 00:26:10.000
Okay, thank you for bringing that up. Yeah, we'll bring it back to the team to chat about.

00:26:10.000 --> 00:26:11.000
Alright, thanks.

00:26:11.000 --> 00:26:21.000
I appreciate it. Thank you. Okay. We're gonna I see a couple of hands but will pause and we're just gonna move to the chat really quickly and then.

00:26:21.000 --> 00:26:26.000
And then we'll come back to the hands raised.

00:26:26.000 --> 00:26:34.000
So the first question in the chat is what about trash and recycling trucks and I can answer that because I'm Overseeing the road aspect of this.

00:26:34.000 --> 00:26:47.000
So this is a, this is a solicitation for infrastructure. And not for trucks, although we do have a first come for serve.

00:26:47.000 --> 00:26:55.000
Funding opportunity that will reopen in the fall that would would pay for. Trash and recycling trucks themselves.

00:26:55.000 --> 00:27:11.000
But I'm assuming the question is about infrastructure that is that supports those vehicles. And as long as those vehicles are a medium or heavy duty, then yes, they would, that infrastructure is appropriate to apply for for this funding opportunity.

00:27:11.000 --> 00:27:23.000
Daniel, do you wanna take over the next question that relates to. Awesome.

00:27:23.000 --> 00:27:34.000
Sure, can do. So the second question that we got in, is related to, the question is, do you, you need the electric?
Medium duty heavy duty vehicles currently on the site I'm sorry, let me see. Do you need the electric medium duty, heavy duty vehicles currently on the site?

00:27:46.000 -- 00:27:59.000
There, go, then infrastructure is going to be installed or can these be installed at sites? To serve MDHDs that don't specifically own MDHDs but support the charging needs of MDHDs.

00:27:59.000 -- 00:28:07.000
So part of the solicitation we do ask for an estimate of charging. You don't necessarily need to have the equipment on the site, but it should be there.

00:28:07.000 -- 00:28:13.000
Oh, at least for private installations. It should be there around the time the infrastructure is ready to go.

00:28:13.000 -- 00:28:29.000
Cause there is gonna be a usage requirement on the project. So if you don't have the equipment there, then you will have trouble meeting the usage requirement over the 3 year project life.

00:28:29.000 -- 00:28:38.000
But we will also need to review the statement and need for this. And if it's a public.

00:28:38.000 -- 00:28:50.000
Installation, you know, there will need to know that there are you know, there's gonna be equipment using the chargers.

00:28:50.000 -- 00:29:00.000
And let's see. Question 3, can you clarify whether on road, medium duty vehicles below 14,000 GVWR qualify.

00:29:00.000 -- 00:29:16.000
I have seen language including MDVs and other language where only HDVs are mentioned. So the on road equipment, must be 14,001 GVWR at a minimum to qualify so the equipment that's being supported.

00:29:16.000 -- 00:29:23.000
We're only funding electric battery charging infrastructure that supports heavy duty and medium duty vehicles and in it.

00:29:23.000 -- 00:29:29.000
And it must meet that minimum gross for a boy rating.

00:29:29.000 -- 00:29:44.000
Now let's see question 4. Does this apply to hydrogen dispensers and infrastructure and the answer is no we're only funding electric battery charging per the guidelines of the solicitation guidelines.
Let's see number 5. Our private entities working with you municipalities for publicly charging eligible to own the infrastructure.

And if so, who would be the applicant? The I believe you, maybe. Better suited to answer this question if that's okay.

Sure. So let me just review the question. Are private entities working with municipalities for publicly charging eligible to own the infrastructure.

From the way it's phrased, I think they're wondering, I'm trying to think what the layout would be.

It sounds like the private entity owns the infrastructure and then they have a contract with the. Public agency. To charge there and from my understanding of what's being asked, the answer is yes, you know, and how you would demonstrate is you would show either if you have a current contract or you have a an MOU or something like that.

Getting that, we are a private company. This is the public agency that will be using our chargers.

That would fulfill the need question. And we would expect that after you go into contract that you would, with us that you would maintain that relationship and they would use your chargers.

The next question is, wireless charging eligible for this funding program. As far as I. I know, Daniel, the answer is.

Yes.

What are, do you have any thoughts to add to that?

Yeah, I think that's something that we could consider. I'm assuming it's meaning that this is some kind of pad that the vehicle or the offered equipment or whatever ample equipment would drive up to and it would be charging based on that or something along those lines.

So, you know, that's something that we would be able to consider.
You want to do one more bin question and then we'll go back to the hands raised.

Sure, so the next question that we got in, is battery swapping for medium duty vehicles eligible.

So medium duty vehicles like or the minimum gross we avoid rating that we mentioned earlier, 14,001.

I would recommend that, you apply for this, and it's something that we could, take a look at.

You know that that probably would be able to fall under charging infrastructure since it is charging the battery itself.

So we, we could take a look at that as being a potential eligible project.

Let's go to the. The hands raise and then we will get back to the written question.

So I see that, I'm gonna unmute you if you wanna go ahead and ask your question.

Great. Thanks for, setting this up and answer the questions. In light of the.

Eminent bill for bi-directional charging 2,027 asp 2 3 3 Is that a requirement as part of this solicitation?

To make sure all the charging stations are.

Hmm. I think we have that as part of the current requirements under eligibility. Daniel, do you have anything that you want to add to that?

Okay.
No, that's not in the solicitation as a requirement right now. So it, it wouldn't be, but if there are subsequent.

You know, mandates. You know, they all All regulations, anything like that, having to do with charging infrastructure will need to be followed, but.

You know, it would depend on when that when you know that level also implemented essentially.

It's Brett Simmons I'm gonna go ahead and unmute you and you can go ahead and ask your question.

Brett Stevens, Diamond Trucks North America. I just wanna elevate Abigail's question.

I can funding me used to comply with ACF regulations prior to the year of requirement and is there a period of performance that must be completed before those regulations take effect.

Hmm.

That's a good question. I think we'll have to go back to our team and talk about what is and isn't going to be allowable given the new regulations coming in.

So we'll have a chat. And then we'll post something. Thank you for bringing that question to our attention.

Let's go back to the chat. Daniel, do you want to take the next question?

Or, questions?

Sure, can do. So the next set, well, the next question, is a set of 3.

So, we have is stacking with CEC funding allowed under the solicitation. So, The solicitation.
Can potentially be stacked with other funding sources, but you must comply with each program.

We don't really have the ability to review every single funding source that's out there and say yes or no this can be stacked this program.

So we'll have to take a look at. Co funding on a case by case basis, but please make sure that you're meeting the requirements of.

Of each program, and the required cost shares. For each program as well. The second part.

Is to what extent will the Bay Area protect contaminant confidential information that is submitted with an application?

Can an applicant mark portions of their application as confidential or submit a list of information that the applicant considers confidential.

Oh, so this

Do you want me to take Daniel, do you want me to take this one?

I, yes, that, yeah, sure, go ahead.

So we're a public agency and as a result we are, required to respond to information requests.

And therefore we cannot assure confidentiality. So we encourage you not to share with us. Confidential information.

If this is a problem, you should reach out to us and we can talk through kind of like what.

What we would need. But you should not be submitting confidential information to us. Sorry, go ahead, Daniel, do you wanna take the next one?
Sure, the third part of the question for the 10% plus up funding described at the bottom. Of the table on page 8.

00:36:58.000 --> 00:37:10.000
How can an applicant show that the proposed charging infrastructure will serve a port, rail yard or free facility? Does infrastructure need to be located within a port really art or freight facility to qualify.

00:37:10.000 --> 00:37:27.000
Using or, Minda, are you able to take this one actually?

00:37:27.000 --> 00:37:28.000
Yes.

00:37:28.000 --> 00:37:31.000
Hi, yes. Actually I'm wondering using if you wanna go ahead and unmute because this relates to port railroad freight facilities.

00:37:31.000 --> 00:37:46.000
Yes. The tracking infrastructure must be located in port area or free facility to qualify for 10%,

00:37:46.000 --> 00:37:57.000
Alright, thank you, you. The next question here is can this funding be used for charging infrastructure for heavy duty electric forklifts?

00:37:57.000 --> 00:38:04.000
And the answer is yes, that is an eligible, equipment category.

00:38:04.000 --> 00:38:14.000
The next question here can funding be used to comply with advanced clean fleets regulation and prior to the year that the percentage of the fleet must be converted to 0 missions.

00:38:14.000 --> 00:38:18.000
Is there a period of performance that must be completed before the regulation takes effect. I think we said a couple of times that we'll take this back and discuss it internally.

00:38:18.000 --> 00:38:44.000
I will just mention that, you know, the funding source that we're using for this is the generally the more your program, which is a voluntary incentive program, and We generally have to fund projects that are in excess or surplus of any regulations.

00:38:44.000 --> 00:38:52.000
So we will discuss it internally, but I did wanna mention that, you know, generally we have to fund things that are in surplus.

00:38:52.000 --> 00:39:03.000
Let's see, the next question wouldn't. What a private. Development project with a condition of approval or acquiring phase in of 0 mission trucks.

00:39:03.000 --> 00:39:13.000
Be considered eligible to receive funding to this program. In other words, it's specifically me does it would this specifically meet the voluntary criteria?

00:39:13.000 --> 00:39:33.000
So like I was just saying this is a voluntary incentive program. So if you're required to do this by any regulation or any kind of agreement, it probably isn't a good candidate for, this program at this time since it is voluntary incentive.

00:39:33.000 --> 00:39:40.000
Okay. The next question. My company leases our equipment to our client. Yet our infrastructure is needed at the locations when the equipment gets delivered.

00:39:40.000 --> 00:40:00.000
Are we allowed to apply on behalf of our client? And our leasing entities allowed. My question I sent for this for TR use terminal tractors and class 7 to 8 trucks.

00:40:00.000 --> 00:40:10.000
Or using, would you like to take this one?

00:40:10.000 --> 00:40:13.000
I can take this one.

00:40:13.000 --> 00:40:20.000
I think I just wanna make sure I understand what the question is. So they're releasing company.

00:40:20.000 --> 00:40:28.000
And then, but they're leasing out their equipment to clients who then would need to charge on site.

00:40:28.000 --> 00:40:39.000
And they wanna know if they can apply on behalf of their clients. So no, you shouldn't be applying on behalf of your clients.

00:40:39.000 --> 00:40:50.000
The issue I think with this, the way that this is set up. Is that, we're seeking per minute.

00:40:50.000 --> 00:41:08.000
Installations. And so you would need long term leases demonstrating that. They would be using the chargers long term for your least equipment So I think.
This doesn't sound like the right fit for the solicitation, but it's an interesting question.

Danish, should we switch over? I see 2 more hands. So should we switch over to the chat?

Sounds good.

Yeah.

I'm sorry to the hands raised and see if folks there. Okay. I'm gonna unmute Tracy Fidel.

And Tracy, go ahead and answer your question. Or ask your question, sorry.

Okay, thank you. This is Tracey Fidel with the Port of Oakland. My questions related to stacking.

Grants. And the emission reductions. Like does this program need to claim? Any emission reductions that would come out of the entire project?

Or can it be stuck with a grant that needs to claim those emission reduction credits?

Hey, Neil, do you wanna go ahead and answer that question?

Sure, so, we are required to coordinate with the state on co funding. You know, infrastructure only projects generally don't claim emission reductions.

But. We would have to double check with the state of California Carb, entity that provides funding to us for these programs.

If that would be something that would be allowable. What What infrastructure only program are you talking about that would need to claim the reductions and what kind of reductions are there?
Well, I'm thinking if it were coupled with the larger project that you know, so the entire Grant Pack project included the equipment, not just the infrastructure.

Okay, so you would be applying. To this solicitation with equipment and infrastructure.

Right. Like putting together a bigger package.

Yeah. Okay, well this program is for only for infrastructure on its own.

Like if you wanted to get 0 mission units, we we wouldn't be funding it through this program, but you could apply.

When we reopen our regular, but, this specific solicitation is just for the infrastructure. Itself.

Okay, so you don't need to have a mission reductions. This program won't claim any.

Because it's infrastructure only generally no, but we would have to, you know, double check with, with the state.

We are required to coordinate with them. If there's co funding on an infrastructure. Project so we would have to coordinate with them on it.

Okay, thank you.

Okay, and the next person is Leonard Drucker.

Hello, can you hear me?

Yeah, we can hear you. Go ahead.
I asked, I'm not gonna ask the questions about the leasing. So, I just want to clarify my, company leases to our clients like I said and we could do long-term leases.

It just matters on what's defined as a long term lease in your. Eyes from your perspective or from the guidelines, I would say and We can have the client apply on their behalf.

We would just support them in that application. So. Let's say they apply. We can, I would help them.

Walk through that and if that's okay then we could do it that way. I just wanna understand.

And to mine are saying since this is under more funding, I know I've dealt with this for leasing isn't.

Allowed for equipment infrastructure. And then say they will have this equipment for a long time. Right. And they do a long term lease.

Then they could. Available for it. Correct.

That's a great question. Thank you for raising your hand to clarify your question. So, my understanding of what you're describing is that the applicants would be, the people that you have lease agreements with.

And so they would come in and they would apply, the people that you have lease agreements with. And so they would come in and they would apply.

Yeah.

But it sounds like you're willing to help them, sorry, and then, the equipment that they would put down that would be used is the equipment that they're leasing from you.

Yeah.
So based on that description, that does sound like it wouldn't be an appropriate fit. But with that said, it sounds like they would be applicant or they would be the applicant and they should be putting in individual applications.

And also just be really cognizant of the cost sharing and those pieces associated with it too.

Yeah. Okay. Thank you.

Okay, thank you for clarifying. Alright, we're gonna hop back over to the question that are in the, chat.

Daniel, did you want to take the next? The next one.

Sure, I can. So the next one is a few. There's a few questions in here.

So. The first one is will the Your district consider extending the October 2025 project deadline if a project runs into any unforeseen delays outside of the fleet's control.

As we said in the presentation, and in the solicitation document as well, The project schedule is tentative.

So If there are certain circumstances that are run into, the short answer is Yes, we can consider an extension.

Be beyond October, 2025. But we do have Requirements for liquidating funds.

So we would have to take a look at any, you know, unforeseen delays on a on a case by case basis.

Yeah, let's see the next question is what type of compliance document is required. For fleets.

So the requirement that we have right now is submitting the regulatory compliance statement. That's certifies your in compliance with all applicable.
Regulations and anything like that. And I don't know if you had any more input on that.

Besides the RCS.

That's it. There's a documentation I believe it's linked from the solicitation, that we asked people to sign and make sure that you're in compliance.

To count as being a sensitive receptor. Does a project need to be on the property of the sensitive receptor or just close to it?

It just close to it how close. So we'll be taking a look at that.

If it, if it comes into play as a, something that we're, that we need to evaluate for like a tie breaker, for example.

So it really depends honestly.

I don't know if anyone else has any more input on that, but.

Yeah. I can add to that too, Daniel. I think it's tricky. Because obviously, If it's a nursery school, you're probably not going to have heavy duty trucks parked in their parking lot, but you may have it next door.

II don't necessarily know every single project and wherever location is. For like a hospital, they might have some heavier duty equipment that they use.

And so, yes, being on site makes sense. If it's something, one of the other kinds of sensitive receptors where you wouldn't anticipate a lot of medium or heavy duty equipment.

On the actual property, but it could be right next door. Pulling up, bring the store to park and so on, then that probably would qualify.
Okay, and then the There is a 2 more questions on this one. Our federal entities, to apply.

00:49:21.000 --> 00:49:34.000
The answer is yes and are tribal entities eligible to apply and the answer is also yes to that.

00:49:34.000 --> 00:49:45.000
And let me see here. The last part of the question is. Is networking for smart chargers and eligible cost?

00:49:45.000 --> 00:49:54.000
So networking, I'm assuming that means some sort of Cloud.

00:49:54.000 --> 00:50:08.000
Cost or something like that. Metering and logging are eligible costs and we can take a look at, you know, other costs regarding data collection.

00:50:08.000 --> 00:50:19.000
Okay, and moving on to the next question. Do you anticipate a second funding opportunity in the future?

00:50:19.000 --> 00:50:32.000
So this, program that we've opened is a pilot program. So there is the possibility to have a another one open in the future.

00:50:32.000 --> 00:50:45.000
Okay, next question, bullet one, design, how detailed does the design have to be a preliminary? It will preliminary engineering drawings, be sufficient or not.

00:50:45.000 --> 00:50:55.000
So really for the design requirement of the project, it, honestly, it just depends on, you know, how complex the project is.

00:50:55.000 --> 00:51:03.000
You know if it's just a simple like install a couple of chargers you know that may not need to have you know engineering drawings or anything like that.

00:51:03.000 --> 00:51:13.000
But if it is a more complicated project, you know, engineering designs will be very helpful.

00:51:13.000 --> 00:51:17.000
You know, if they're preliminary, you can submit that. It would be best to, you know, have the project be as finalized as possible.

00:51:17.000 --> 00:51:35.000
We are trying to have projects be a shovel ready as possible. So I would just recommend, having as much progress on the designs as, you can.

00:51:35.000 --> 00:51:41.000
Let's see the next question. We are just starting a study for planning out what we need to install.

00:51:41.000 --> 00:51:49.000
At over 26 sites. Once the study is done, we will do a detailed design. Is the study eligible for funding?

00:51:49.000 --> 00:52:01.000
So, you know, as Linda talked about earlier, we can consider some pre-you know, pre contact execution costs.

00:52:01.000 --> 00:52:05.000
So we, it's something that we may be able to take a look at or have to.

00:52:05.000 --> 00:52:14.000
Have an internal discussion on that and release, an answer when we update the QA. I'm into correct me if I'm wrong on that.

00:52:14.000 --> 00:52:17.000
Yep, that's right. Thank you, Daniel.

00:52:17.000 --> 00:52:29.000
Okay, and the next question we have is for a marine vessel, a charging project. How will surplus be evaluated against the CHC and regulation?

00:52:29.000 --> 00:52:30.000
And infrastructure requirements for 99 kilowatts or less. And using I'm gonna let you take over this one since it's for Marine.

00:52:30.000 --> 00:52:43.000
Yes.

00:52:43.000 --> 00:52:50.000
Infrastructure only, I mean the infrastructure is now doesn't clean surpass in the Moya program.

00:52:50.000 --> 00:52:58.000
However, we have to, work with the state of California to coordinate and make sure that's okay.

00:52:58.000 --> 00:53:08.000
And the second path, you look at still passport for the city or the. Bye for the, mostly because we will calculate.
The emission benefit based on the that will be using the infrastructure. And the second part of your question, almost separately.

I assume the charging infrastructure and the West are owned by different entities. So in this case, I say we can see the infrastructure only projects.

But the grantee must buy a statement of need so that we can evaluate What, That will be using the infrastructure in the future.

And. Your last part of question is. Which map will be used for the, I believe, in the answer this question.

Just a couple of minutes ago and for the sensitive receptor, the guidelines that it has to be app.

Sent us, said to site. So we might consider if you have send a receptor that is, close by.

But if you do, let me know, but it's really hard to Imagine. Having the equipment that's located in Yeah, let's send it to the receptor.

Alright.

Thank you. I turn it back to And.

Alright, thank you, Zing. The next question, does the 95% up time requirement apply if the equipment is extended for fleet owners rather than the general public and the answer is yes.

It has to all projects have to have a 95% up time. Then we have a next couple questions as I'll read, but they were answered.

Can this funding be stacked with carbs to advance technology demonstration funding? So we answered this one already.

If we would like to apply for They're just funding for the infrastructure to support electric buses that are required to be in compliance with ICT.
Would that be eligible? So we will get back to you on that. Alright, any higher scoring.

This question is any higher scoring on the made in the U.S.A. by America. Build American EVSE and the answer is no.

Next question, given the voluntary surplus requirement, a public transportation agencies are sort of to the 100% ZEV, Carb, transition role by 2035.

Does that mean our electric infrastructure project isn't eligible or are we eligible as long as we complete the project by 2025?

I believe we said we will. I double check on this and get back to you. We have a question.

Can air district funds be stacked with federal funding on the project? So we, did, mm talk about co-founding on the project as well.

Already. Let's see if a private company is selected for.

MD. Meeting, heavy duty EV, charging installation award under one program, are they eligible to apply for another award to increase the number of EV charges?

At the same site under a new BA KMD program. Are there any limitations? So I think the question is if you apply for this infrastructure only solicitation and then.

You know, we open our regular first conference or program and. You're asking if you can apply for more funding under that one.

Minda, did you wanna take this one?

Yeah, I think I just wanna be really clear. So, we have different solicitations that we open and close and of course applicants are welcome to apply if they're eligible to to all of them.
If it's the same project, and you wanna just get more money for that same project, the answer would be no.

This is, that's not, we wouldn't be able to do that. But let's say you apply for this program and you got funding.

And then realize, hey, there's another site we wanna do and we have another open solicitation, then sure, you should definitely apply.

Or if you apply for this project, you move it forward and it's completed and you realize, oh, we actually have more space and we want to add more in the future.

That would be an expansion. Of a current project and that does typically qualify for our infrastructure funding. So in the future you could potentially expand on a current site and if we had funded the original site as long as we were fulfilling obligations of that original contract it should not be an issue.

The next question is where and when will the recording of this meeting be available? So it'll be posted on our website and.

I see we don't have it posted right here but we can pop it into the chat and it should be posted.

By next week, as long as, as well as an updated QA and a follow up with some of the questions.

By next week, as long as, as well as an updated QA and a follow up with some of the questions that, So it looks like, we'll get people maybe.

One more minute, we're coming up at 11. We did want to end at 11, but we'll maybe just give one more minute to see if there's a last question comes in and then we'll end.

Okay. I see one more question that came in. And it was, I think a follow up to what I just said about expanding the site.

So to expand our site, does the first project have to be fully completed? I think we'd have to look at that specific situation.
I'm assuming maybe it's And applicant is wondering, you know, should we apply for everything now that we're considering or should we do this in phases?

And we really encourage you to think about what's ready now. What could you move forward with now?

Is the bigger project you can move forward with now and you have everything lined up then you should do that.

If you think that you're going to take a more phased approach and you want to start kind of thinking this is ready now phase one this is going to be ready in 5 years phase 2 and so on.

You're welcome to take that approach too, but that we would have to evaluate them all separately. So.

Like we said before, if you have additional questions, please reach out through email and we'll be posting answers online.

We want to thank everyone for joining us today and a special thank you to Daniel, using and Cynthia for their support on this webinar.

And we look forward to seeing all of your applications. Thank you so much.