

Questions & Answers to Community Planning and Capacity Building Grants: 2025 Request for Applications

Written Staff Responses

Updated: January 21, 2026

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I. Introduction

On January 8, 2026, California Air Resources Board (CARB) staff held the first of two Question & Answer (Q&A) sessions for the Community Planning and Capacity Building Grants: 2025 Request for Applications (RFA). The RFA is available at: arb.ca.gov/pcb-rfa. This Q&A document includes questions submitted via email prior to the first session, as well as questions asked during the live Q&A session. To minimize repetition, similar questions have been combined and answered together. Questions are not reproduced verbatim; however, the substance of each question has been preserved.

The written responses in this document serve as an update to, and take precedence over, any verbal responses provided during the Q&A sessions. This document includes references to the RFA and associated appendices. In all cases, the RFA and appendices govern and take precedence over this Q&A document, except where clarifications are provided in the RFA Errors & Clarifications section.

Use the following links to reference the relevant RFA and appendices.

- [Planning RFA](#)
- [Appendix A: Application Form](#)
- [Appendix A, Attachment I, Letters of Commitment and Support](#)
- [Appendix A, Attachment II, Narrative Questions](#)
- [Appendix A, Attachment III, Scope and Timeline](#)
- [Appendix A, Attachment IV, Budget](#)

CARB will not answer questions regarding this RFA outside of the Q&A sessions and this Q&A document, for purposes of fairness and equity to all potential applicants.

II. Technical Assistance

The Planning and Capacity Building Administrator team, led by Data for Social Good, and in partnership with Momentum and the Institute for Sustainable Communities, will provide technical assistance to Applicants. Free technical assistance is available, including:

- Virtual office hours and webinars
- Templates and grant writing tools
- One-on-one support

Sign up for [Technical Assistance](#) by January 23, 2026.

III. RFA Errors and Clarifications

This section contains both errors and clarifications identified after the RFA was posted.

- [*Appendix A, Attachment IV, Budget*](#)
 1. Budget details tab, instructions: remove “construction” from bullet two. This bullet should read “Estimates of labor, material, equipment, ~~construction~~, installation, and grant management costs,
 2. Budget details tab, instructions: the third bullet is the last bullet “Account for expected cost increased (e.g., cost of living increases, inflation), ~~and~~

IV. Questions and Answers

A. Process

1. Can you please confirm if this is an annual cycle?
 - a. **Answer:** Funding for Planning and Capacity Building grants is not guaranteed on a fixed annual cycle. Planning funding is part of the Sustainable Community-Based Transportation Equity Projects, which also includes Clean Mobility in Schools (CMIS), Clean Mobility Options (CMO), and Sustainable Transportation Equity Project (STEP). Funds for these programs in the past have been appropriated annually by the Legislature, but the amounts and timing vary from year to year and depend on multiple factors, including state budget decisions and program priorities. As a result, CARB cannot guarantee that funding for Planning grants will be offered every year or that funding levels will remain consistent. CARB will continue to release funding opportunities when funding is available and based on CARB’s discretion and encourages interested applicants to monitor the annual funding plan, program announcements, and sign up for updates.
2. Now that the 2025 Planning and Capacity Building RFA is open, can applicants meet one-on-one with CARB staff ahead of the first Q&A session to ask clarifying questions or discuss project fit?
3. Is our proposed community-led mobility planning project a good fit for the current Planning and Capacity Building RFA, and can we receive an initial review (e.g., 1-2-page overview and draft budget) or feedback before applying?
 - a. **Answer:** CARB is unable to meet individually with applicants or answer project-specific questions outside of a public forum. All programmatic questions must be addressed during the scheduled public Q&A sessions and this Q&A document to ensure equal access to information for all applicants. Applicants seeking help thinking through project ideas or fit are encouraged to use the free Technical

Assistance available for this RFA, which can provide general guidance and support.

B. Eligible Applicants and Partnership Structure

4. Is a public CA university eligible to apply for the 2025 Planning and Capacity Building Request for Applications? When you list public schools as eligible agencies, does that include public universities?
5. Is UC an eligible agency?
 - a. **Answer:** Public California universities, including the University of California (UC) system, are not eligible to apply as Lead Applicants under the 2025 Planning RFA. Eligible Lead Applicants under this RFA include Community-Based Organizations (CBOs), Tribal Governments, Local Governments, and public schools (see page 13 of RFA). Each of these terms is defined in the RFA (see pages 4-7), and those definitions do not include public California universities. However, public universities may participate as a Sub-Applicant or Community Partner, along with an eligible Lead Applicant, provided all other partnership requirements and project structure requirements outlined in the RFA are met.
6. Are transit agencies that are considered Local Government entities or public agencies eligible to apply for the Planning and Capacity Building Grant, or is eligibility under "Local Government" limited to cities and counties only?
7. Are transit agencies eligible to apply as a Lead Applicant or participate as a Sub-Applicant under this RFA?
 - a. **Answer:** A transit agency may apply as a Lead Applicant if it is one of the eligible Lead Applicant types identified in the RFA (i.e., a Local Government, public school, Tribal Government, or Community-Based Organization, as defined in the RFA). The RFA (page 6) defines "Local Government" as a "local agency as defined in Government Code section 7920.510," which includes: (a) a county; (b) a city, whether general law or chartered; (c) a city and county; (d) a school district; (e) a municipal corporation; (f) a district; (g) a political subdivision; (h) any board, commission, or agency of the foregoing; (i) another local public agency; and (j) an entity that is a legislative body of a local agency pursuant to subdivision (c) or (d) of Section 54952. A transit agency that is considered, for instance, a district or a local public agency (e.g., certain transit districts or certain Joint Powers Authorities) would meet the definition of a Local Government.

If a transit agency does not qualify as an eligible Lead Applicant type, it may still participate as a Sub-Applicant or Community Partner, as applicable, provided the

application's partnership structure meets all requirements in the RFA (including any required Sub-Applicants depending on the Lead Applicant type).

8. The Planning RFA requires that if we, a public agency, were the applicant, we would need a CBO partner. We have orgs in mind that would be a good fit, but our procurement rules don't allow us to specify a funded partner at this stage, as any contracts need to be awarded competitively.
 - a. **Answer:** The Planning RFA requires Local Government applicants to have at least one CBO that is a Sub-Applicant, as well as at least one Community Partner. One option for an agency that cannot commit to a specific funded partner before completing competitive procurement is to partner with a CBO, where the CBO is the Lead Applicant and the Local Government is the Sub-Applicant.
9. I am a small business based in New York City (and therefore am not a CBO). I hope to partner with a Local Government and have reached out to many Air Quality Management Districts to that end. Before I fill out the application, I want to be sure that if I were able to secure approval from a Local Government partner (and have them be the "Lead Applicant") the project could still be eligible. Would love to speak with a representative of the grant if possible, as well.
10. We are a small business registered outside of California that uses behavioral science to encourage carpooling. Are we eligible to apply for the Planning and Capacity Building Grant if we partner with a California transit agency or other eligible entity?
 - a. **Answer:** The Planning RFA requires the Lead Applicant to be an eligible California entity, including a local or tribal government, public school, or Community-Based Organization (CBO). While a non-California-based small business cannot serve as the Lead Applicant, it may participate as a Community Partner or a subcontractor if the Local Government (or other eligible Lead Applicant, such as a CBO, Tribal Government, or public school) is the Lead Applicant and all partnership requirements outlined in the RFA are met. Applicants should ensure that the Lead Applicant is eligible and that all required Sub-Applicants and Community Partners are clearly described in the application.
11. Are metropolitan planning organizations (MPOs) eligible to apply as either a Lead or Partner agency?
12. Following up on the question of whether an MPO can apply. I'm still a bit confused after looking at the Local Government definition in the RFA. We're a 6 county MPO, so I'm not sure what definition that falls under.
 - a. **Answer:** MPO eligibility to apply as Lead Applicant depends on how the MPO is legally structured. An MPO may apply as a Lead Applicant only if it is an eligible

Lead Applicant type under the RFA (i.e., a Local Government, Tribal Government, public school, or Community-Based Organization, as defined in the RFA). The RFA defines "Local Government" as a "local agency as defined in Government Code section 7920.510," which includes: (a) a county; (b) a city, whether general law or chartered; (c) a city and county; (d) a school district; (e) a municipal corporation; (f) a district; (g) a political subdivision; (h) any board, commission, or agency of the foregoing; (i) another local public agency; and (j) an entity that is a legislative body of a local agency pursuant to subdivision (c) or (d) of Government Code Section 54952. An MPO that is considered, for instance, a district or a local public agency would meet the definition of a Local Government. If an MPO does not qualify as an eligible Lead Applicant, it may still participate as a Sub-Applicant or Community Partner, as applicable, provided the overall partnership structure meets RFA requirements (including any required Sub-Applicants depending on the Lead Applicant type).

13. For the Community Partner requirement, if a Tribe is the Lead Applicant, can a Tribal staff member serve as the Community Partner?

- a. **Answer:** Yes. A Tribal staff member may serve as a Community Partner if they meet the definition in the RFA (see pages 4 and 14). A Community Partner is a local individual or group who helps guide the project and ensure the project reflects community needs, and is not responsible for implementing the funded project.

14. Do you recommend applying directly or through a fiscal sponsor if our 501(c)(3) determination is still pending. Similar question about formation timing.

15. We have a fiscal sponsor that's been around since 1970 and has experience in transportation. Will that qualify us to be below the guidelines for the grant requirements? We also have our non-profit formation, but it's been under 1 year.

- a. **Answer:** Under the Planning RFA, to apply as a CBO, an organization must meet the definition of a CBO (which includes the definition of a nonprofit organization). As defined in the RFA (page 6), a nonprofit organization: (1) is a private nonprofit organization qualified pursuant to subdivision (c)(3) under Section 501 of the Internal Revenue Code and tax exempt under California State law; and (2) must have at least one year of formation as a nonprofit organization under Section 501 of the Internal Revenue Code, be in active-good standing with the California Secretary of State, and have an office or at least one full-time staff person based in California. Therefore, if an organization's 501(c)(3) determination is pending at the time of application under this Planning RFA, the organization is not eligible to apply as a CBO Lead Applicant. However, the organization may still be able to

apply as a second Sub-Applicant or Community Partner, provided the partnership meets all other eligibility requirements in the RFA.

16. My question is about the one-year formation requirement for non-profits. If the CBO will not have one year formation by February (when the application must be submitted), but will have one year formation by May (when the project is kicked off), can the CBO be an applicant in this situation?

- a. **Answer:** To be eligible as a CBO applicant, the organization must meet the RFA's one-year formation requirement by the application deadline (i.e., at the time the application is submitted). If the CBO will not meet the one-year requirement until after the application deadline, it would not be eligible to apply as the Lead Applicant for this cycle. However, the organization may still be able to participate in another role (e.g., second Sub-Applicant, Community Partner, or subcontractor) while an eligible entity serves as the Lead Applicant, consistent with the RFA partnership requirements.

17. A non-profit was registered in California in April 2025. Is it eligible to participate as a Lead Applicant, Sub-applicant, or in another role on a project team?

- a. **Answer:** Yes, depending on the role. A CBO may serve as a Lead Applicant or Sub-Applicant if all partnership structure requirements are met. To serve in roles that require the organization to be a CBO, the organization must meet the definitions of CBO (which includes the definition of a nonprofit organization), including the requirement that the organization have a proven track record of at least one year of relevant work and that the organization have at least one year of formation as a nonprofit organization under Section 501 of the Internal Revenue Code (see pages 4 and 6 of the RFA). There are no minimum formation requirements for serving as a Community Partner (see pages 4 and 14 of the RFA).

18. Would the Sustainable Transportation Equity Project (STEP) be a better grant for us instead of the Planning grant since we are not eligible?

- a. **Answer:** The STEP program does not currently have an open funding solicitation. Applicants are encouraged to monitor CARB's website for future funding opportunities and eligibility requirements.

19. Could a Sub-Applicant be a Tribal organization or consortium that the Lead Applicant is a member of?

- a. **Answer:** A Sub-Applicant or Community Partner may be a Tribal organization or consortium of which the Lead Applicant is a member, provided the Lead Applicant alone meets all Lead Applicant eligibility requirements, and the roles and responsibilities of the Lead Applicant and the Sub-Applicant (or Community

Partner) are separate, clearly defined, and comply with the partnership requirements in the RFA. See Partnership Structure (see page 15) for details.

20. Is a school considered a Community Partner, and must vehicle-related activities be zero-emission?

- a. **Answer:** A public school may serve as Community Partner, Lead Applicant, or Sub-Applicant, provided the partnership meets all requirements under the Planning RFA. For vehicle-related activities, projects must support clean transportation solutions, with a strong emphasis on zero-emission transportation. See Goals and Objectives in the RFA (see page 11) and Eligible Projects and Ineligible Projects (pages 16-17) for details.

21. What is the difference between a Community Partner and a Community-Based Organization (CBO)?

- a. **Answer:** A CBO is defined on page 4 as a place-based nonprofit organization with a clear geographic focus in the Project Community and a demonstrated track record of relevant work. A Community Partner is also defined on page 4 of the RFA and refers more broadly to an organization or individual in the Project Community that collaborates on the project but is not responsible for implementing funded activities. A CBO is an eligible Lead Applicant or Sub-Applicant, whereas a Community Partner may or may not be an eligible Lead Applicant or Sub-Applicant. A CBO may also be eligible as a Community Partner. Additional eligibility context is provided under Eligible Applicants (see pages 13-14).

22. Can a project partner also serve as the evaluator, or must the evaluator be an independent third party?

- a. **Answer:** The Planning RFA does not require that an independent third party conduct the required evaluation of project outcomes. A Sub-Applicant, Community Partner, or subcontractor (for example) may serve as the evaluator, provided their role is clearly described, appropriate for the project, and all costs are eligible, reasonable, and included in the scope of work and budget.

23. As a Local Government applying with a CBO Sub-Applicant, we plan to have a CBO help with community engagement and outreach. Is this in line with what's expected for the CBO's role in eligible projects?

- a. **Answer:** This is allowed and consistent with the intent of the RFA. There is nothing in the RFA that precludes a Local Government Lead Applicant from partnering with a CBO Sub-Applicant for the CBO to lead or support community engagement and outreach activities. The RFA does not prescribe a specific role

for CBO Sub-Applicants because it could vary widely based on the proposed project. Instead, project teams should define partner roles based on each organization's skills, capacity, and expertise, and ensure responsibilities align with the proposed work plan and deliverables.

24. For Tribal applicants, the RFA says a Sub-Applicant is not required, but it refers to "Community Partners." What does "Community Partner" mean for a Tribal application (e.g., elders, youth, community leaders)?

- a. **Answer:** For Tribal applications, Community Partners can include tribal elders, youth, and other community leaders, as well as other groups or individuals that represent the Project Community and serve as a key stakeholder during both development of the application and implementation of the project (though not responsible for actual implementation). The RFA defines Community Partners broadly (see page 4) to provide flexibility, so Tribes can identify partners that best reflect their community context. The RFA also provides additional examples on page 14, including tribal elders.

C. Eligible Projects

25. We are a small landscape company, looking to take advantage of these grants in order to help reduce Gas emissions. We could use the money for your battery, powered machines and other source of labor instead of using gas powered machines. Would that work if we applied to receive the grant?

- a. **Answer:** Planning grants do not fund capital costs, such as the replacement of gas-powered equipment. This program supports planning and community capacity-building activities, not implementation or equipment upgrades. Small businesses interested in reducing emissions may wish to explore other state incentive or equipment-focused programs, including opportunities listed on www.grants.ca.gov or ww2.arb.ca.gov/findfunding, when available.

26. Can this include planning grants for large capital projects? We are in the middle of a Master Circulation Plan for the campus, and our next steps are likely to do early design planning for a couple of larger infrastructure projects like a new roadway that would support transit, bike and pedestrian access where it is greatly needed and/or a new multi-modal mobility hub for campus. Are planning grants for such projects eligible? Can you please point me to potential grants for construction of such capital projects listed above?

- a. **Answer:** Planning grants can fund planning activities for certain large capital projects, such as early design work, master circulation planning, or multi-modal mobility hubs. Projects must be community-supported and focused on clean

transportation, including engagement with residents and local stakeholders. Construction or implementation is not funded. For potential funding opportunities for capital projects, applicants can visit www.grants.ca.gov or monitor future programs under the Sustainable Community-Based Transportation Equity Projects (CMIS, CMO, STEP), though no funding is currently available under those programs.

27. I wanted to confirm whether creating an active transportation plan would be an eligible use of CARB grant funds. The list on page 16 made me a bit uncertain.

- a. **Answer:** Developing an active transportation plan – for example, planning for walking, biking, and other non-motorized transportation – is an eligible activity under the Planning RFA. Projects should be community-supported and focused on clean transportation, including engagement with residents and local stakeholders.

28. Would planning for electric vehicle charging stations and fleet electrification be considered eligible activities within this grant program?

- a. **Answer:** Planning activities related to electric vehicle charging infrastructure and fleet electrification are eligible under the Planning RFA, as long as they are community-supported and focused on clean transportation. This can include activities such as feasibility studies, community engagement, and early design planning.

29. The guidelines for the Community Planning and Capacity Building Grants list examples of eligible projects, including “plans that connect clean mobility to housing, land use, or public health.” Would this include project development work, such as design and engineering for a project?

- a. **Answer:** Projects are not required to include design or engineering to be eligible. However, preliminary or conceptual design and engineering that supports planning – such as assessing feasibility, identifying constraints, or evaluating potential sites – is an eligible activity under the Planning RFA. The focus should remain on early-stage planning, community engagement, and preparing for future implementation, rather than construction-ready designs.

30. I’m interested in receiving more information on the CARB Community Planning and Capacity Building (planning) grants to build workforce capacity.

- a. **Answer:** Planning grants support projects that increase community and organizational capacity to advance clean transportation, including workforce development and training activities.

31.Regarding Pilot Eligibility and Goal Alignment: Would a time-limited, data-focused pilot operation be considered an eligible planning activity under "Transportation needs assessments" or "Data collection, analysis, and reporting", given that the entire purpose is to generate the learnings required to justify and structure the larger roll-out detailed in the future plan?

- a. **Answer:** The Planning RFA supports planning-level activities, such as transportation needs assessments, community engagement, and data collection. However, operating a transportation service pilot—even if time-limited and intended for data collection—would generally be considered implementation, not planning. As such, service pilots are not eligible activities under this RFA. Applicants should instead rely on planning tools such as surveys, modeling, feasibility studies, community workshops, or analysis of existing data to inform future implementation.

32.How could a Capacity Grant help my Tribe beyond transportation means/projects?

- a. **Answer:** Planning and Capacity Building grants are intended to help Tribes and other communities develop and advance their clean transportation vision. Because the focus is on clean transportation, funds may be used for planning and capacity-building activities that support the community's long-term priorities for clean transportation, such as staff capacity, community engagement, coordination across Tribal programs, and development of plans or studies that help move the Tribe's clean transportation goals forward (see Goals and Objectives page 11 and Eligible Activities and Costs page 16-18).

33. Is the development of transportation routes, including e-bikes, an eligible project type?

- a. **Answer:** Planning activities related to transportation routes, including those that support e-bike use, may be eligible under the Planning and Capacity Building Grant if they are part of a broader clean transportation planning effort and are consistent with the Eligible Projects described in the RFA (see pages 16); see also examples of Ineligible Projects on pages 16. These grants support planning and capacity-building activities, not construction or equipment purchase.

34.We're seeking state funding support aligned with community-led mobility planning, partnerships, and pilot readiness. Is this type of project a good fit for the current Planning & Capacity Building grant opportunity?

- a. **Answer:** The Planning and Capacity Building grant is intended to support community-led clean transportation planning, partnership development, and activities that help communities prepare for future implementation or pilot projects. Projects focused on mobility planning, collaboration, and pilot readiness

may be a good fit if they align with the RFA's Goals and Objectives (see page 11) and Eligible Activities (see pages 16-18).

35. What are eligible activities and project types?

- a. **Answer:** Eligible Activities and project types include clean transportation-focused planning and capacity-building efforts such as community engagement, data collection, needs assessments, and development of plans to support future implementation. See Eligible Activities and Costs in the RFA (see pages 16-18) for details.

36. If a project uses a turnkey service model where the contractor owns all vehicles and charging infrastructure, and no grant funds are used for capital equipment or infrastructure, would the service costs be eligible under the Planning and Capacity Building RFA?

- a. **Answer:** Grant funds may not be used for construction, capital improvements, or infrastructure implementation projects under this RFA. However, planning- and capacity-building service costs may be eligible if they do not include capital or infrastructure expenditures and otherwise meet the RFA's eligibility requirements. Applicants must clearly demonstrate that all proposed costs are eligible and consistent with the requirements in the RFA (see pages 16-18 of RFA, Eligible Activities and Costs).

37. Can Planning grants be used to evaluate and plan for a microtransit system?

38. Can a City, in partnership with a CBO or Community Partner, use Planning and Capacity Building grant funds to support a limited-scope microtransit pilot – such as by subcontracting to a private operator – in order to generate learnings and develop a planning blueprint for future implementation funding?

- a. **Answer:** A Planning grant may be used for planning, evaluation, data collection, and community engagement activities related to a proposed microtransit system, including documenting lessons learned to inform future implementation. However, grant funds may not be used for system implementation, operations, or capital costs, including operating a microtransit service. Any proposed activities must remain planning-focused and be consistent with the Eligible Project types and Activities and Ineligible Projects and Costs described in the RFA (see page 16-18).

39. Question about stages of development that this grant application might fund. Earlier on, somebody asked if a project that is doing design and engineering would be eligible. I heard part of the answer being that the focus for this program is on early-stage planning. We're looking at a project that comes out of many different transportation equity

planning processes, so we're further along in the planning process. I want to clarify if design and engineering activities would be eligible for this grant program.

- a. **Answer:** Planning is intended to support early-stage planning and capacity building, not construction or project implementation. Design and engineering activities may be eligible only to the extent they are planning-level activities (e.g., feasibility analysis, alternatives evaluation, conceptual design/preliminary engineering that informs a community-supported planning process). The key is that the work remains planning-focused, includes community engagement, and results in planning deliverables—rather than implementation deliverables such as final design or construction-ready engineering.

40. Our idea was to be able to plan to the point that everything will be ready to go (except the funds), so that we'd know what we need to cover the project's cost for implementation. Basically, we want to get to the doorstep of implementation with this grant but not pass the threshold.

- a. **Answer:** That approach generally sounds aligned with the purpose of this Planning grant – planning a project to the point that it is “implementation-ready” is consistent with this grant, so long as activities remain planning-focused (e.g., community engagement, feasibility/alternatives analysis, conceptual design, cost estimates, implementation roadmap). Grant funds may not be used for implementation costs such as construction or purchasing equipment/vehicles (including bikes).

41. Can you clarify what kind of implementation of workforce development would be allowable under this grant? For example, could we have trainings hosted/paid for under this grant and essentially offer trainings to say, fleet staff on zero-emission vehicles or charging and fueling infrastructure?

- a. **Answer:** Workforce development activities may be eligible under this Planning grant when they are clearly tied to clean transportation planning and capacity-building objectives. For example, applicants may propose trainings that build local capacity and readiness for zero-emission transportation projects (e.g., fleet transition planning, workforce readiness, charging/fueling infrastructure operations and maintenance planning, etc.). Applicants should ensure the proposed activities and costs remain planning/capacity-building focused and align with the program goals and eligible activities under the RFA.

42. If we propose workforce development, can we do both planning and implement a pilot workforce development program if there's no capital or construction involved?

- a. **Answer:** This RFA can support activities that build community and workforce capacity related to clean transportation. Examples include business/employer relationship building, gap analyses of training opportunities, internships,

apprenticeships and pre-apprenticeships, job search assistance and career development partnerships, on-the-job training, contracting with local workforce organizations/small businesses, and development or delivery of operations/maintenance training curricula for clean transportation. Applicants should clearly describe how proposed workforce activities support clean transportation goals and ensure costs align with the RFA and grant agreement requirements.

43. Would Planning Grants qualify for municipal fleet electrification planning, and how'd we calculate the affected community? Is it if the fleet is doing maintenance in that area?
- a. **Answer:** Planning Grants may support municipal fleet electrification planning if the proposed work aligns with the RFA's clean transportation planning and capacity-building objectives. For purposes of the application, the Project Community should be defined as the geographic area where residents are primarily intended to benefit from the proposed work (e.g., the community served by the municipal fleet through its operations and service delivery), not simply the location where vehicles are stored or maintained. Applicants should clearly describe the connection between the fleet transition planning activities and the community benefits and provide a map consistent with the RFA requirements.
44. I work for a small rural city, and we desperately need to update our circulation element of our general plan. Would that be an eligible activity?
- a. **Answer:** Potentially, yes - if the circulation element update is clearly focused on clean transportation planning outcomes (e.g., improving walking/biking access, transit connectivity, zero-emission transportation readiness, reducing transportation emissions) and is designed to benefit an eligible Project Community consistent with the RFA requirements. However, a broad general plan update that is not clearly tied to the Planning RFA's clean transportation goals and eligible activities would likely not be a strong fit. Applicants should clearly describe how the circulation element work aligns with the RFA objectives, eligible activities, and required community engagement.

D. Eligible Project Community

45. If a project community is not identified as disadvantaged or low-income in the California Climate Investments Priority Populations Mapping Tool, but local Census Designated Place data show median household income below 80% of the statewide median, can that data be used to demonstrate that more than 50% of the project community is disadvantaged or low-income under the Planning and Capacity Building RFA?
- a. **Answer:** More than 50% of a project's community must be in a designated priority population according to the [California Climate Investments Priority Populations](#)

Mapping Tool 4.0. If a project area is not identified in the tool, CARB cannot confirm that the community meets this requirement. Projects that do not meet the 50% threshold are not eligible to be scored. Applicants in areas with limited data are still encouraged to describe the community context, needs, and engagement efforts in their application, but eligibility for scoring as a project community that meets the 50% threshold is determined solely by the screening criteria in the RFA (see pages 12-13 and 26-27 of the RFA).

46. I can't seem to find definitions for under-resourced public schools or small/rural towns in this solicitation. Do you have definitions for these terms?

- a. **Answer:** The Planning RFA does not provide formal definitions for these terms. Applicants should focus on the eligible Project Community being served, describing factors such as school size, community resources, population, and local transportation needs. Clearly explaining the context, challenges, and needs of the community will help reviewers understand the relevance and potential impact of the proposed project.

47. I was wondering if the California Climate Investments Priority Populations 3.0 by Census Tract tool could be used to qualify a Project Community. Generally, I am hoping to understand what changed between the 3.0 and 4.0 versions. One of our Census tracts (6051000102) is no longer designated as "low-income" under the 4.0 version, and I'm not sure what new criteria was introduced into the current version.

- a. **Answer:** Applicants must use the *California Climate Investments Priority Populations Mapping Tool* 4.0 to determine eligibility as a Project Community. Earlier versions (such as 3.0) should not be used for eligibility or scoring purposes. Version updates reflect changes in underlying data sources and methodologies used by the State. Applicants should rely on the designations shown in the current tool when submitting their application.

48. How is geographic distribution considered when awarding Planning and Capacity Building grants? Is there a limit on the number of awards per community or locality?

- a. **Answer:** There is no limit on the number of grants that may be awarded to a single community or locality. Applications are scored individually based on the criteria in the RFA, and funding decisions are made based on those scores and available funding. Geographic distribution of awards is not a scoring criterion under the Planning and Capacity Building RFA.

49. We had two questions about the map that shows the project area. The first question is related to the fact that - in large, sprawling rural areas - CalEnviroScreen (CES) doesn't show the reality of specific communities. Thus, we have some areas in the project's focus

area that don't appear to be disadvantaged on the CES map, but local reality is that they're highly impacted, low income, tribal communities that have been fragmented. How can we accurately represent the facts that these are eligible communities in the application if it's not clear in the CES map?

- a. **Answer:** CARB understands that in large rural areas, CES and census tract-level maps may not fully reflect local conditions. For this RFA, however, eligibility of the Project Community is determined using the [California Climate Investments Priority Populations Mapping Tool](#), consistent with the requirements established in the RFA. As described on RFA page 12, the Project Community is the geographic area that benefits from the proposed work, and more than 50% of the Project Community must be within eligible disadvantaged and/or low-income census tracts (including tribal lands) as shown in the mapping tool. Applicants should use the mapping tool and provide the required map(s), and may also include additional narrative/context to explain local conditions, but CARB will use the mapping tool to determine eligibility.

50. Does being in a low-income community qualify?

- a. **Answer:** Applicants must ensure the Project Community meets the RFA definition of a designated Low-Income Community (as shown/described in the [California Climate Investments Priority Populations Mapping Tool](#)).

51. The area we plan to focus on is approximately 40-50 miles across (i.e. it's a big rural community). However, there will be some specific details in specific communities along that line. Do you have guidance around how to illustrate that area? Should we just have a map that shows the overall overview? Should there be insets or zoom ins? What will CARB be looking for in the application for this situation?

- a. **Answer:** CARB's requirement is that applicants submit a map that clearly outlines the boundaries of the Project Community. For large rural areas, you may include an overview map and, if helpful, insets/zoom-ins to show key communities or focus areas—just ensure the Project Community boundary is clear. Maps must be GIS-compatible (i.e., .shp, .kml, or .kmz). Technical assistance is available to support mapping needs, and applicants are encouraged to contact the TA provider team (deadline to request support: January 23, 2026).

52. We're applying for a very rural community that is very remote, so our real numbers of "impact" would be relatively/rather small. However, the impact for our residents of this planning grant would be very high. How will this kind of situation potentially impact the competitiveness of our proposal?

- a. **Answer:** Serving a small population does not automatically make an application less competitive – especially in rural and remote areas. Applicants should respond

to the narrative questions in a way that clearly describes the community context, unmet needs, barriers due to remoteness, and why the proposed planning work will have meaningful benefits for residents. Strong applications clearly demonstrate need, community benefit, and alignment with the program goals, regardless of population size.

53. If we have a partnership that includes two different disadvantaged communities and partners from each, but they're not contiguous, can we submit a map that shows both or do they have to be contiguous?
- a. **Answer:** They do not have to be contiguous. The RFA definition of Project Community states that the Project Community may be a contiguous or non-contiguous geographic area, but it must be within one county or within connected counties (see RFA definition of Project Community on page 6). Applicants should submit a map that clearly outlines all areas included in the Project Community boundary.
54. Is there a minimum or maximum size for project area? As in, is there a range of census tracts that need to be covered?
- a. **Answer:** The RFA does not establish a minimum or maximum geographic size for a Project Community or require a specific number of census tracts. Applicants should define a Project Community consistent with the RFA definition (page 6) and ensure the community meets the eligibility requirement (i.e., more than 50% of the geographic area of the Project Community is located within designated disadvantaged and/or low-income areas, as shown in the [California Climate Investments Priority Populations Mapping Tool](#)).

E. Scope of Work Template

55. On page 20, the RFA says "All Applications must submit a proposed SOW with the following minimum deliverables included as part of Task 1: A data collection, evaluation, and reporting plan developed in coordination with the PCB Administrator..." Does this mean that the Lead Applicant has to work with the PCB administrator now in developing the proposed SOW before submission? Or the applicant can develop its own proposed SOW in the application without PCB administrator support and then finalize the SOW with the PCB administrator once the application is selected for award.
- a. **Answer:** Applicants may develop and submit their proposed Scope of Work independently as part of the application (see page 20). Coordination with the PCB Administrator, who serves as the technical assistance provider, is required after award, when the Scope of Work - including the data collection, evaluation, and reporting plan - will be finalized and refined. Applicants may choose to seek

technical assistance prior to applying, if available, but pre-award coordination with the PCB Administrator is not required.

F. Budget and Eligible Costs

56. If awarded, may a tribe use grant money to pay for the rental/use of a tribally owned building when hosting community events related to the goals and objectives outlined in the PCB grant?
57. Can the Lead Applicant/tribe charge the program to use a space for the event that the tribe owns on the reservation? If so, what are the rules and regulations around this?
58. Is renting space/venue an allowable expense?
59. Can grant funds be used to pay for facility space, or must facility use be provided as an in-kind contribution?
- a. **Answer:** Meeting space rentals are listed as an eligible cost in the Planning RFA (see page 17). Tribes may use grant funds to rent or use a tribally owned building for community events, workshops, or other activities that support the project's goals, as long as costs are reasonable, included in the budget, and directly related to the grant activities. Applicants are responsible for complying with any other applicable Tribal, state, or federal rules or regulations that may govern the use of Tribal facilities and related costs.
60. If awarded, can a Grantee bill for hours worked by an existing Clean Mobility Options (CMO) employee when the employee's time is dedicated to PCB grant activities? For example, if a current CMO employee works any number of hours on the Planning and Capacity Building's approved activities, can those hours be charged to the PCB grant instead of the CMO grant?
- a. **Answer:** The Planning RFA (page 17) allows grant funds to cover staffing costs, including salaries or hourly wages for existing staff during the Grant Term, when the time is directly supporting the approved project. However, as noted on page 18 of the RFA, costs already paid for by another State program are ineligible, so hours cannot be double billed to both the Planning grant and another state grant.
61. Can a tribe include the depreciation cost for the useful life of a building being used to house the files, equipment (if any) and possible staff for the program under the "Indirect Cost" portion of the budget during the entire term of the grant agreement?
- a. **Answer:** Indirect costs include a pro rata share of general operations costs, such as rent, utilities, and centralized services, that support the grant activities (see page 5 of the RFA). Tribes may include depreciation of a building used to house files, equipment, or staff, as long as it is necessary for general operations

supporting the work performed under the grant agreement, it is not already identified or reimbursed as a direct cost, and the total indirect costs do not exceed 30% of the awarded funds.

62. Just for clarification purposes related to Section 7: Fiscal Administration (of the Grant Agreement Terms and Conditions by and between the Data for Social Good) in reference to: Part B. Project Funding; Subsection - iv. Authorized Costs, 1) Direct Labor on page 13. When drafting the proposed budget, it is acceptable to dedicate a portion of the grant funding to offset our fiscal officer's time for hours worked in carrying out our financial responsibilities of the grant agreement. 2) Part E. Advance Payment; Subsection - iv. Requirements; b) on pages 16. If it is demonstrated that a financial burden may be imposed on a non-gaming tribe for out-of-pocket expenses incurred while carrying out the goals and objectives of the grant, then CARB can authorize advance payment repeatedly if a "qualifying workplan" has been approved by CARB prior to disbursement. This would help tremendously for those non-gaming tribes surviving on limited funding and are located within the disadvantaged areas according to the US Census tract.

- a. **Answer:** Eligible staffing costs include capacity support for staff with multiple responsibilities within an applicant's organization (see page 17 of the RFA), so time spent by a fiscal officer carrying out grant-related financial responsibilities can be included in the proposed budget. Additionally, eligible Lead Applicants—specifically, federally recognized tribes, CBOs, and Local Governments—may request advance payment if out-of-pocket expenses may create a financial burden. CARB may only authorize advance payments up to the minimum immediate cash requirements necessary to carry out the purpose of the approved grant activity, as solely determined by CARB and subject to CARB's advance written approval of the grantee's workplan and written justification. Details on advance payment requirements and procedures are provided on page 20 of the RFA and pages 15-18 of Appendix B: Sample Grant Agreement.

63. The RFA lists "project-specific consulting or subcontracting" as an eligible cost. If a vendor is hired as a subcontractor to operate a short-term transportation service, are associated operational costs (e.g., driver wages, service fees, zero-emission vehicle operation, maintenance, etc.) eligible under this category?

- a. **Answer:** While the RFA allows grants funds to be used for project-specific consulting or subcontracting, eligible subcontractor costs must support planning and capacity-building activities only. Operational costs associated with providing transportation services (e.g., driver wages, vehicle operations, maintenance, or service delivery fees) are not eligible, even if performed by a subcontractor.

64. The Budget Template says the budget tasks and subtasks need to align with the Scope of Work. For some of the required costs (e.g., insurances, onboarding and monthly check ins, CMEA participation), would these just be included within Task 1 of the budget, along with the other costs for this task and explained in the narrative, or do these required tasks need to be broken out within a separate task?
- a. **Answer:** Task 1 in the Scope of Work is standardized and should not be modified (see Appendix A, Attachment III, of the RFA). Required activities such as onboarding, monthly check-ins, and CMEA participation are already captured within Task 1. Required costs such as insurance may also be included under Task 1 in the budget. In the Budget Details tab of the budget template, these costs should be clearly identified and described in the Notes column (see Appendix A, Attachment IV). Applicants do not need to create or breakout a separate task for these required costs.
65. Question about indirect cost rates. The RFA says there's a 30% maximum, but many tribes have a federally negotiated IDC rate that's higher than 30%. How CARB will recognize those federally negotiated indirect cost rates. Otherwise, what to do about that discrepancy?
66. I work with lots of state agencies, and they all accept the federal indirect cost (IDC) rates. Why does this RFA not accept federal IDC rates? We have fought for federal IDC and got it with all these other agencies like SGC and the California Energy Commission. They also allowed grant funds to pay for food. Why did CARB choose to not allow paying for food at community meetings because in my experience organizing in the community, you must have food for it to work?
67. CARB should seriously consider allowing tribes to dedicate a small portion of the grant funding to be set-a-side for food and beverage costs. Feeding the community during meetings and events is a cultural value that has been in place for thousands of years. It is a way for tribes to show we are gathering in good faith, and we care about nourishing both the body and the mind. Not allowing a line item in the grant to pay for this essential offering places an undue financial burden upon tribes when trying to gather for a specific reason as a community.
68. Are tribes allowed to use grant funds to provide food and beverages when hosting community events to gather community input?
- a. **Answer:** CARB recognizes that some Tribal Governments have federally negotiated indirect cost rates above 30%, but under this RFA the maximum allowable indirect cost rate is 30%. Applicants must budget indirect costs at no more than 30%, and any amount above the cap would need to be covered with other (non-grant) funds. This indirect cost rate cap reflects an increase from prior Planning RFAs, which capped indirect costs at 15%.

Regarding food and beverages, the 2025 RFA states that food and beverages are ineligible costs and cannot be charged to the grant (see page 18). While other state agencies may have different statutory authority (and therefore different requirements under their programs), CARB does not have the statutory authority to fund these costs under this grant program. CARB recognizes that providing meals can be culturally important and support effective community engagement; however, applicants may consider other allowable approaches such as participant incentives to compensate community members for their time and input, or resource contributions/partnerships where another organization provides food or related support outside of grant funds.

69. Does the 30% indirect cost cap apply to the entire grant award amount, or only to certain cost categories?
70. Regarding the example of a \$500,000 grant and the calculation for maximum indirect costs given the 30% IDC rate. Are you saying it's \$500,000 + \$150,000 for indirect costs, for a total of \$650,000, or is the \$150,000 to be included in the \$500,000?
- a. **Answer:** The 30% cap applies to the total grant amount being requested. Indirect costs must be included within the total grant amount requested (up to \$500,000) – the indirect costs are not added on top of the \$500,000. For example, if requesting a grant of \$500,000 total, the maximum indirect cost amount is \$150,000, and the remaining \$350,000 would be for direct costs.
71. If awarded a grant, can staff time (e.g., 10 hours per week) be billed to the project?
- a. **Answer:** Personnel and staff labor costs are eligible if they are directly related to carrying out approved project activities and included in the project budget. See Eligible Activities and Costs in the RFA (page 16-18) for details.
72. Is there a designated percentage of time or funding that each partner must receive?
- a. **Answer:** The Planning RFA does not require a designated percentage of time or funding for each partner. Applicants must clearly describe partner roles and responsibilities and ensure that all proposed costs are reasonable and aligned with the project scope. See Partnership Structure in the RFA (page 15).
73. Can a government partner participate without receiving grant funds, and can their contributions be counted as in-kind support?
- a. **Answer:** A government entity may participate as a Sub-Applicant or Community Partner without receiving Planning grant funds. Any material support provided by the entity at no cost may be described as a resource contribution, but resource contributions are not required under the Planning RFA and are not scored.

74. Can a government agency receive payment as part of the grant, or is that an ineligible expense?

- a. **Answer:** A government agency may receive grant funds as a Sub-Applicant or subcontractor if the costs are directly related to the approved project, eligible under the RFA, and clearly described in the approved scope of work and budget.

75. Can stipends be paid as part of the grant?

- a. **Answer:** Stipends may be an eligible cost if they are directly related to project activities (such as community engagement or participation), are reasonable, and are included in the approved project budget. All stipend costs must be consistent with the Eligible Projects and Costs described in the Planning RFA (pages 16-18).

76. How should labor costs be presented in the project budget?

- a. **Answer:** Applicants should estimate all labor costs using the required budget template. Labor rates should include overhead and fringe benefits and should account for expected cost increases, such as cost-of-living adjustments and inflation. Applicants must also estimate all other applicable costs (e.g., materials, equipment, and grant management) in accordance with Appendix A, Attachment IV (Budget Worksheet).

77. Would printing zero-emission vehicle educational material and advertisements be covered/eligible costs? Would language-related costs, like translation support, be a covered/eligible expense?

- a. **Answer:** Costs such as printing educational materials, advertisements/marketing, and language access services (including translation and interpretation) are eligible costs when they support community engagement and outreach activities under the project. The RFA lists these types of costs as allowable (see Eligible Cost examples under the Community Engagement and Outreach category on page 17).

78. How does advance payment work under the Planning and Capacity Building RFA? Can grantees receive additional advance payments as funds are spent to avoid paying costs out of pocket?

- a. **Answer:** CARB may only authorize advance payments up to the minimum immediate cash requirements necessary to carry out the purpose of the approved grant activity, as solely determined by CARB and subject to CARB's advance written approval of the grantee's workplan and written justification. Details on advance payment requirements and procedures are provided on page 20 of the RFA and pages 15-18 of Appendix B: Sample Grant Agreement. CARB may authorize an advance payment of up to 25% of the total grant award. Advance

payments are not revolving and must be accounted for and reconciled through subsequent invoicing before additional payments are issued. Ongoing payments are generally made on a reimbursement basis for eligible costs incurred, consistent with the invoicing and payment provisions described in the RFA (see pages 18-19 of the RFA, Grant Requirements).

G. Scoring Criteria

79. How is prior state funding considered in the evaluation of applications under the Planning and Capacity Building RFA, particularly for Community-Based Organizations with limited prior state grant experience?

- a. **Answer:** Prior receipt of state funding is not a scoring criterion under this RFA and neither qualifies or disqualifies an applicant. Applications are evaluated using the scoring criteria in Table 7 (page 27-29 of the RFA), which focus on project need, community benefits, and alignment with program goals. Although one scoring criterion is grant readiness, as demonstrated by basic capacity (staffing, insurance, onboarding), experience with State grants is not required (see page 29 of RFA).

80. Does the program use a formal scoring matrix, and will applicants have visibility into the scoring criteria or weighting?

- a. **Answer:** Applications are evaluated using specific scoring criteria, which are provided in the RFA. Applicants can review the scoring criteria and point values in Table 7 of the RFA (page 27-29) to understand how applications will be evaluated.

81. On page 28 for "Communities of focus" scoring criteria, the RFA reads: "Project directly serves a Tribal community, rural community, or under-resourced students through a school-based initiative." Does that mean a planning project that engages an urban community that does not include a school-based initiative will not receive those points?

- a. **Answer:** Under the "Communities of Focus" scoring criterion, points are awarded based on whether the project directly serves one of the listed focus communities (e.g., Tribal, rural, or under-resourced students through a school-based initiative). If a project serves an urban community and does not meet one of those listed focus categories (including a school-based initiative serving under-resourced students), then it would not receive those specific points under the Communities of Focus criterion. However, the points under the Communities of Focus criterion are additional points only—projects that do not receive them may still be competitive based on the totality of the other scoring criteria.

82. On page 9 of the RFA under "What is a Community Planning and Capacity Building Grant?" it says planning grants prioritize Tribal Governments, rural areas, schools, and

CBOs “that have not previously worked on State grants.” Does that phrase apply to Tribal Governments or only to CBOs?

- a. **Answer:** This statement is intended to describe a general priority focus area and does not create an eligibility restriction. Under this RFA, Tribal communities are prioritized through the scoring criteria—applications for a project that will directly serve a Tribal community (or another priority community, i.e., rural community or under-resourced students through a school-based initiative) automatically receive additional points under the Communities of Focus scoring criterion (page 28 of RFA). There is no separate scoring criterion based solely on whether an applicant has previously applied for or received other State grants, though applicants may describe limited prior funding experience in their narrative to provide context for community need.

H. Timeline

83. Given local fiscal and accounting procedures, would CARB consider adjusting the required project start or end dates for the Planning and Capacity Building RFA?

84. For project start on May 4, 2026, could this be pushed back at all? Say August 2026?

- a. **Answer:** CARB intends to follow the project start and end dates published in the RFA. Project timelines, including the requirement to start by May 4, 2026 and complete all activities by January 31, 2028, are established in the RFA.

85. For a project end date of January 31, 2028, must costs be incurred by that date, or must invoices be submitted by then?

- a. **Answer:** All eligible costs must be incurred by the end of the grant term (January 31, 2028), as defined in the RFA (page 5). This is also the deadline to submit the final report and final disbursement request (also see Table 2, page 12).

86. Do you anticipate delays in project decisions or funding allocations if there is a higher-than-anticipated number of applications?

- a. **Answer:** CARB intends to follow the timeline published in the Planning RFA. While the volume of applications may affect review workload, any updates to the timeline will be communicated publicly through official CARB channels.

87. How long is the grant term?

- a. **Answer:** The grant term is the period identified in the fully executed grant agreement during which all grant funds must be spent and all project activities completed. Under this RFA, all activities must be completed no later than January 31, 2028 (see Grant Term, page 5).

I. Other

88. Can a single Local Government submit more than one application to the Planning and Capacity Building RFA if the applications are for different projects?
89. If an organization is awarded a grant as a Lead Applicant, may it also participate as a Sub-Applicant on a different awarded project led by another entity (or vice versa)?
90. Can one CBO submit more than one application as a Lead Applicant? And/or can a CBO lead in one application and be included as a Sub-Applicant in additional applications?
- a. **Answer:** Yes. A Lead Applicant, including a Local Government, may submit more than one application for different projects under this RFA; however, CARB will award no more than one grant per Lead Applicant (see page 14 of the RFA, "Number of Applications per Lead Applicant"). The one-award limitation applies only to the Lead Applicant role. An organization that is awarded a grant as a Lead Applicant may also participate as a Sub-Applicant or Community Partner on a different awarded project led by another entity (or vice versa), provided all eligibility, partnership structure, and capacity requirements are met (see pages 12-15).
91. Where can I see the application and official RFA?
- a. **Answer:** The final Planning RFA, including the application materials and required templates, is available on CARB's website at: arb.ca.gov/pcb-rfa.
92. It's my understanding that: CARB advisory group members cannot be part of the team and cannot provide support letter; cannot be listed as any of the persons completing tasks in the scope of work; and cannot have any role in or influence over this RFA or the application review or selection process. Where can I find out who are the members of CARB Advisory groups so that I do not inadvertently involve them in the project team formation process? Also, what happens if one of the CARB advisory group members is sitting on the advisory board of a non-profit NGO, will it disqualify the NGO and the associated application?
93. I saw that CARB advisory group members are not eligible to apply. Does this restriction apply to all CARB-funded projects, or only to members advising CARB directly? I currently serve on a technical advisory group for a CARB-funded UCLA project.
- a. **Answer:** Government Code section 87104 prohibits members of advisory bodies to a state agency from making formal or informal appearances or oral or written communications to the member's state agency for the purpose of influencing a decision on a grant, contract, loan, license, permit, or other entitlement for use. Government Code section 87104 applies to members of all state advisory bodies, but not to non-state employees who participate in staff-convened working groups

to advise agency staff or who are contracted by a state agency for consulting service to agency staff – as distinct from executive leadership – when those groups are also not otherwise subject to the Bagley-Keene Act. The active CARB advisory bodies, as of January 2, 2024, that are subject to Government Code section 87104 are listed on page 2 of California Environmental Protection Agency's "[Advisory Bodies and Conflicts of Interest: Government Code Section 87104 Frequently Asked Questions](#)."

An organization is not automatically disqualified solely based on one of its members serving as a member of a CARB advisory body. However, CARB advisory body members may not participate in preparing a grant application; may not be listed as project staff or partners or otherwise listed on the grant application except as necessary to show their role in the organization; may not provide letters of support; and may not have any role in or influence over the application review, or selection process under this RFA.

94. If we currently have (or previously received) a CARB Clean Mobility Options (CMO) grant, can we reuse information from our CMO application in our Planning RFA application?

- a. **Answer:** You may reuse language or narrative content from a prior CMO application if it helps you respond clearly to the Planning RFA questions. However, the Planning RFA application must propose a new planning project and must not request funding for work that has already been funded by CARB (including through a CMO grant).

95. Is it okay if application responses are redundant, as it seems like there is some overlap in the information that's requested from one question to the next, or are you looking for different language?

- a. **Answer:** Some redundancy is fine, as long as each question is answered completely. We recommend carefully reading each question and responding to all parts of the prompt, even if some information overlaps across questions.

96. Tribes may have internal data systems (e.g., Progeny/Tribal Data Resource) that provide more accurate community information than Census data. Can Tribal internal data be used for the application, or does CARB only rely on federal Census tract data?

- a. **Answer:** CARB uses the [California Climate Investments Priority Populations Mapping Tool](#), California Climate Investments Priority Populations Mapping Tool (Census tract-based) to verify that the Project Community meets eligibility requirements, including the requirement that more than 50% of the Project Community is within designated disadvantaged and/or low-income areas. Applicants must use this tool to verify eligibility for a proposed Project Community. However, applicants may use Tribal internal data and other

community-based data sources (including surveys or other Tribal data systems) to describe community need and justify the proposed project in the application. Applicants should clearly describe the data sources used, and may also explain any data gaps the project seeks to address.

97. We are currently in a CARB grant right now that will end in March 2027. This project will be completed, but I would like to apply for this grant to expand. I'm looking at the dates. Would we not be allowed to apply for this grant because we're currently in a grant?

- a. **Answer:** The RFA does not make an Applicant ineligible solely because they currently have an active CARB grant. However, Planning, CMIS, and STEP grantees selected from any Fiscal Years 2018-24 solicitations are not eligible to apply as a Lead Applicant for this solicitation (see RFA page 13, footnote 10). In addition, the proposed Planning grant scope must be new and distinct and may not request funding for work already funded under another grant.