

Questions and Answers for Car Sharing and Mobility Options In
Disadvantaged Communities Solicitation Applicant Teleconference
Held March 10, 2015, 2:00 p.m. to 4:00 p.m.

The California Air Resources Board (ARB) held a Car Sharing and Mobility Options in Disadvantaged Communities Pilot Project Applicant Teleconference on March 10, 2015, to answer questions regarding the Fiscal Year (FY) 2014-15 Grant Solicitation. Staff encourages applicants to read through this document as ARB has provided more written detail in these responses to stakeholder questions than what was discussed during the teleconference.

Grantee Eligibility Questions

1. Are private businesses allowed to be a grantee? How do private businesses participate in the project?

Answer: A private business is not an eligible grantee. A private business can, however, be a subcontractor to a grantee (Solicitation, section IV Eligible Grantees).

This solicitation is open to federal, State, or local government entities and non-profit organizations. Grantee may administer the project or make use of a Subcontractor to administer the project. Grantee and Subcontractor relationships must be disclosed in the application and the grant agreement.

2. Is San Diego Association of Governments (SANDAG) an eligible applicant to the grant solicitation? Are regional councils of governments and groups of various local government groups eligible as well?

Answer: SANDAG, other regional councils of governments, and various local government groups, appear to be eligible as local government entities. However, the applicants should consult with their own attorneys and include the organization Articles of Incorporation in the application.

3. If the grantee is a non-profit, do they have to be a IRS 501(c)3?

Answer: No, however the non-profit organization must be registered with the California Secretary of State.

4. Are tribal governments and tribal communities eligible for the Targeted Car Sharing and Mobility Options in Disadvantaged Communities?

Answer: Because tribal governments and tribal communities are not a federal, State, local government entity, or non-profit organization, they do not qualify as an eligible applicant for this pilot project solicitation. For this solicitation ARB wants to clarify that local government entities means a county, city, district, public

authority created by statute, public agency, and any other political subdivision of the State.

Disadvantaged Communities Questions

5. The title of the solicitation implies any pilot projects must take place within a Disadvantaged Community. However, language within the solicitation explains that “vehicles and charging infrastructure must meet the criteria for being located within or benefitting a disadvantaged community, as provided in ARB’s Interim SB 535 Guidance.” Do the pilot projects have to take place within a disadvantaged community?

Answer: A project must be located within or benefit a Disadvantaged Community, as identified by ARB’s Interim 535 Guidance for Transit Projects, Table A-1 Low Carbon Transportation (<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/final535-interim-guidance-11-3-2014.pdf>), the Disadvantaged Communities Census Tracts map (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=dae2fb1e42674c12a04a2b302a080598>), and the Zip Codes Containing Disadvantaged Communities look-up (<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/zipcodes.xlsx>). If the proposed project census tract or Zip Code is not identified in either the Disadvantaged Communities Census Tracts map or the Zip Codes Containing Disadvantaged Communities look-up, the project is not eligible. See solicitation, V Disadvantaged Community Benefits:

V. DISADVANTAGED COMMUNITY BENEFITS

In October 2014, the Secretary for Environmental Protection (CalEPA) identified disadvantaged communities for the purpose of GGRF investments, as required by Senate Bill 535 (De Leon, Chapter 830, Statutes of 2012). The Car Sharing Pilot Project is designed to benefit disadvantaged communities and applicants must identify which communities will benefit from the proposed project. In addition, vehicles and charging infrastructure must meet the criteria for being located within or benefitting a disadvantaged community, as provided in ARB’s Interim SB 535 Guidance.

6. If projects may be located within or provide benefits to a Disadvantaged Community, will you be using the guidance/criteria provided by ARB that pertains to Transit projects? Meaning, will you be including the surrounding zip codes as demonstrating benefits to a Disadvantaged Community, or will it be limited to the census tract and its surrounding half mile?

Answer: A project must be located in or benefit a Disadvantaged Community. See the answer to question 5 above.

7. We are trying to determine if a neighborhood of low-income, often un-documented and non-English speaking immigrants, qualifies as an eligible community. We've reviewed various maps that don't seem to show any eligible areas in Marin County. Yet we know very well that the area we're trying to serve with these exact services (Canal Neighborhood in the City of San Rafael) is very much a disadvantaged community. Please let us know if we have interpreted the various maps correctly. Is this neighborhood in question eligible for this ARB grant solicitation?

Answer: If the community census tract or Zip Code is not identified in either the Disadvantaged Communities Census Tracts map or the Disadvantaged Community Zip Code look-up, the project is not eligible. See the answer to question 5 above.

8. Our target community, which is the top disadvantaged community in the county, displays a score of 71-75% under CalEnvironScreen. Is this census tract eligible for grant funding?

Answer: If the census tract or Zip Code is not identified in either the Disadvantaged Communities Census Tracts map or the Disadvantaged Community Zip Code look-up, the project is not eligible. See the answer to question 5 above.

9. The City of Anaheim is interested in putting a car sharing program in a disadvantaged community. We are struggling to determine if we need to prove that the users are from a disadvantaged community. The hub may be located in a transient hub in a disadvantaged community.

Answer: You do not need to prove that the users are from a disadvantaged community. However, the hub needs to be located in or benefit a disadvantaged community. See the answer to question 6 above. Also, applicants must provide explanations of the anticipated disadvantaged community benefits in Appendix A – Application, Attachment 3 - Project Administration Plan and Attachment 4 - Estimated Emissions Reductions for Scoring. Project design, benefits to Disadvantaged Communities, and estimated emission reductions, among other aspects, will be competitively scored (Solicitation, XIII Evaluation and Scoring). See the answer to question 5 above.

10. For car sharing and vanpool projects, does the origin of the trip have to start within a Disadvantaged Community, or does it have to start and end within a Disadvantaged Community?

Answer: A case can be made for both scenarios. A proposed project must describe the design of the project and how it is located in or provides benefits to a disadvantaged community. See the answer to question 5 above.

11. We want to create a program to provide safe rides for students in a disadvantaged community using fuel cell vehicles on and off campus. Is this eligible? Also, are there any ridership requirements? There is existing hydrogen infrastructure nearby.

Answer: This type of project seems to be eligible and the Solicitation has no ridership requirements. However, this is a competitive solicitation, so the plan should be clear on benefits to the disadvantaged community and the anticipated riders, which will be among the factors taken into account when scoring the project. See the answer to question 5 above.

Equipment Eligibility Questions

12. Is the solicitation "TARGETED CAR SHARING AND MOBILITY OPTIONS IN DISADVANTAGED COMMUNITIES PILOT PROJECT" the same one we were corresponding about this fall? If so, all our commercial van and shuttle products are specifically excluded because they are aftermarket and have no plugs so I do not expect we will be submitting an application with Calvans.

Answer: For this solicitation that is correct, aftermarket commercial van and shuttle products are not eligible (Solicitation, VIII Scope of Work, section B). However, the Fiscal Year 2015-16 Hybrid & Zero-Emission Truck and Bus Vouchers Project (HVIP) is considering adding aftermarket commercial and shuttle hybrid up-fit products to the list of eligible vehicles (see the Air Quality Improvement Program HVIP webpage for more information, <http://www.arb.ca.gov/msprog/aqip/hvip.htm>).

13. Are ebikes and ebike battery packs eligible for funding in this grant?

Answer: Ebikes and ebike battery packs are not eligible for funding with the grant. The applicant may, however, include ebikes as a component of a proposed Car Sharing Pilot project, provided that project funds are not used to acquire or support ebikes and ebike battery packs. Further information regarding acceptable innovative alternative advanced technology solutions that may qualify for funding is in the Solicitation, Section VI Project Design, section E:

Subsidies, Mobility, and Other Alternatives: Due to the pilot nature of this project, ARB is open to innovative alternative advanced technology solutions that demonstrably meet the GHG reduction, criteria pollutant emission reduction, and disadvantaged community goals of the project. ARB will consider the following for eligibility as additional components of a proposed Car Sharing Pilot project:

- 1. Subsidized use of an advanced technology car share project (i.e., cost of a ride, membership fees, annual fees, etc.).*
- 2. Subsidized use of public transportation.*

3. Assistance to users for first/last-mile connections to shuttles, car sharing, or public transportation.
4. Assistance for para-transit, senior communities, or other underserved groups to benefit from advanced technology car sharing.

14. Are fuel cells eligible for funding in this grant?

Answer: Only fuel cell vehicles that are identified as eligible by the Clean Vehicle Rebate Project (CVRP) are eligible for funding, see the (CVRP website: <http://energycenter.org/clean-vehicle-rebate-project>). Note, however, that a new vehicle purchased or leased with project funds cannot also receive a CVRP rebate. See Solicitation, VIII Grantee Scope of Work, section B).

15. Are vehicle costs a legitimate expense?

Answer: Yes (Solicitation, VIII Grantee Scope of Work, section B). Fuel costs, however, are not eligible.

16. Who owns the vehicle at the end of the grant period? If a partnership is established, could it be that one of the partners keep the vehicles, but not necessarily the grantee? Who would keep the vehicles? Vehicles should stay in the communities. If a subcontractor in a grant as part of the proposal is a resident of the Disadvantaged Community and also provides service for the program, is it ok for the subcontractor to keep and maintain the vehicle?

Answer: The application must describe the structure of the project, including ownership of the vehicle and equipment. Vehicles purchased with project funds (and EVSE, if applicable) are owned by the Grantee or a designated subcontractor throughout the term of the project. Ownership after completion of the project is not within the purview of the Solicitation. Vehicles and EVSE must meet the terms of the Solicitation, including eligible vehicles, EVSE, and insurance requirements (Solicitation, VIII Grantee Scope of Work, sections B, C, and I, respectively).

17. Are neighborhood electric vehicles (NEV) eligible, since they are eligible for CVRP? If we have NEVs already or are donated and we request funding for one light duty passenger vehicle, would that be eligible?

Answer: NEVs are not eligible for project funding, but may be a component of a project structure. If NEVs are a component, the application must describe how they will be used by participants, how that use will be reported, and how that use affects the estimated emissions reductions (Solicitation, VIII, sections B and H). Project design, reporting, and estimated emission reductions, among other aspects, will be competitively scored (Solicitation, XIII Evaluation and Scoring).

18. Is modular non-grid solar power electric EVSE eligible of Level 1 or 2 eligible for funding?

Answer: Yes, if it meets EVSE requirements (Solicitation, VIII Grantee Scope of work, section C).

General Questions

19. I am attempting to fill out the Car Share Solicitation application and the pre-fill element of the application does not seem to work.

Answer: Yes, we are aware the pre-fill element does not work and we do not have a solution at this time. However, the application may be copied or recreated, and additional pages may be attached. Everything in Appendix A-Application needs to be answered or addressed.

20. On page 13 of the solicitation it says that applications delivered by a service other than USPS are due on April 9 (as opposed to the April 8 postmark deadline). However, since anywhere else we saw due dates given only mentioned April 8, we wanted to double-check that the April 9 date was in fact correct.

Answer: That is correct, applications must be received by April 9, 2015, or be U.S. Postal Service postmarked no later than April 8, 2015. This reflects the uncertainties of timing of receipt associated with U.S. Postal Service delivery process (Solicitation, X Application Instructions).

21. Could we send in a pre-application?

Answer: Pre-applications will not be accepted. Applications must be received by ARB by April 9, 2015. We are also having one more Applicant Teleconference to cover additional questions:

Date: March 24, 2015
Time: 2:00 to 4:00 p.m.
Phone: 800-857-9757
Passcode: 51595

Questions Regarding Outreach and Education

22. Regarding outreach, education, and survey work, how limited or extensive can the funding be for survey work?

Answer: Outreach, education, and survey work are eligible for funding (see Solicitation VIII Grantee Scope of Work). How much funding a proposed project puts toward outreach, education, and surveying is dependent on your project

design and should be balanced with funding needs of the rest of the project. This is a competitive solicitation, and community outreach, education, and surveying are among the project features that will be scored (Solicitation, XIII Evaluation and Scoring).

23. Senate Bill 535 refers to a proposal and how projects will be judged, what is the extent of the involvement of community based organizations, and to what extent are projects going to be judged on community size?

Answer: Proposed projects for this solicitation must be located in or provide benefits to disadvantaged communities in California (see answer to question 5, above). We encourage applicants to partner with community organizations that have experience in the identified disadvantaged communities because they may enhance the grantee's overall ability to conduct outreach and education and ultimately provide benefits to the community. Applications will be scored, in part, for these types of qualities. See the Solicitation, page 14, Evaluation and Scoring, Section B, Applicant Qualifications.

Questions Regarding Insurance

24. We've run into problems getting insurance, can ARB connect applicants with a possible pool of insurance carriers.

Answer: No. But, we have talked with state officials and existing car sharing fleets and it is our understanding that insurance is available.

Questions Regarding Project Design

25. Regarding project design, for car sharing and vanpool hybrids, can the grantee use the vehicles for company/non-profit/government/private use when not being used by the car sharing project?

Answer: The solicitation provides requirements for vehicles, participants, and insurance, and that the project must benefit Disadvantaged Communities (Solicitation, VIII Grantee Scope of Work, sections B, G, and I, respectively). How the vehicles will be used during the project period must be included in project design and applications will be competitively scored (Solicitation, XIII Evaluation and Scoring).

26. In Section E, Project Design: Are subsidies only for advanced technology vehicles, or do internal combustion engines (ICE) qualify as well?

Subsidies funded by project funds may only cover the use of eligible advanced technology vehicles (Solicitation, VIII Grantee Scope of Work, Section B).

27. For a project fleet made up of both internal combustion engine (ICE) vehicles and advanced technology vehicles, how would one differentiate between the two for things like membership fees?

Answer: The project is designed to promote advanced technology vehicles in or benefiting Disadvantaged Communities. If the proposed project includes participant access to ICE vehicles, the application must describe the project structure and the design must differentiate participant use of the advanced technology vehicles from that of ICE vehicles for reporting purposes (Solicitation, VIII, sections B and H). Project design and reporting, among other aspects, will be competitively scored (Solicitation, XIII Evaluation and Scoring).

28. How many applicants are you willing to fund? How much are you willing to fund per project? What size of projects are you looking for? Will there be partial funding available, or is it all or none?

Answer: We will not know how many applicants will be selected nor how much funding will go to selected projects until applications are received, scored, and selected. The project has up to \$2.5 million and that funding may go all to one grantee or multiple grantees (Solicitation, III Funding). Based on the scores and ranking, the highest ranked project will receive full funding up to the \$2.5 million allocation; if the amount requested is less, then leftover funding goes to the second highest ranked project, and so on (Solicitation, XIII Evaluation and Scoring).

29. Considering the projects can run for up to three years, and one option is vehicle leasing, is it ok to include technology transitions over time within the project design?

Answer: The design of a proposed project must be described in the application. Vehicles acquired with project funds must meet project requirements (Solicitation, VIII Grantee Scope of Work, section B). The application must include a timeline for key project milestones including timing of acquisition of vehicles and when participants will begin using them (Solicitation, XII Required elements). Project design and timeline, among other aspects, will be competitively scored (Solicitation, XIII Evaluation and Scoring).

30. Can a project be shorter than one year? Are there penalties for shorter demonstration period?

Answer: A project must operate for at least one year from the date that participants begin using the project, and must complete no later than April 1, 2018 (Solicitation, III Funding). Applications will be evaluated based the ability to complete the work in a timely manner, among other aspects (Solicitation, XIII Evaluation and Scoring).