2017 Local Government Partnership Program

Questions & Answers from the October 3, 2017 Webcast

1) **Q: If you install EV (Electric Vehicle) charging stations accessible to the public, can you charge for the energy or does it have to be free to the public?**
   A: A charge can be levied on the energy.

2) **Q: Section IV, subsection 3, of the Program Opportunity Notice, discusses a requirement for the local agency Council to adopt a resolution or minute action 1) acknowledging receipt of the presentation on the program, 2) authorizing the proposed project, and 3) allocating necessary matching funds. At this time, can the project proposal be *general* in nature? And can costs be *estimates*?**
   A: Yes, the project proposal can be general in nature. Yes, costs can be estimates. The purpose of the presentation is to make local agency leadership aware of: the MSRC's funding contribution; the air quality challenges faced by the South Coast region; and that leadership has the ability to authorize its staff to assemble an eligible project application and to enter into a contractual relationship with the MSRC.

3) **Q: Can matching amount (from AB2766) exceed the funding level eligible for MSRC funding? For example, MSRC will allow 75% of EVSE for public access. Could the City match the amount, and also add additional funding for a larger project using a greater amount of AB2766 funds?**
   A: Yes, if an agency can go above and beyond the matching funds required, this is allowed.

4) **Q: Can EVSE (Electric Vehicle Supply Equipment) funding be used for hybrid truck charging?**
   A: Yes, as long as the hybrid truck is compatible with the eligible equipment funded by the MSRC.

5) **Q: Can the EVSE construction power be supplied by solar panels that would be funded under the project?**
   A: It depends. Actual EV chargers would need to be a supporting component of the funded project. The MSRC would need to evaluate this type of project on a case-by-case basis to see how the costs are allocated to determine if funding would be appropriate.

6) **Q: Would an EV charger installation technical assistance program fit the project description? Rather than the City buy and install chargers, the City could contract with an expert to provide assistance to commercial or multi-dwelling unit property owners who want to install chargers?**
   A: No, because the intent of the program is to have physical chargers result directly from the funding.

7) **Q: Do projects involving EVSE have to be located within the South Coast Air Quality Management District? For example, our County extends out of the basin and into the Mojave Desert AQMD.**
   A: Yes, the MSRC-funded chargers must be located within the South Coast Air Quality Management's jurisdiction.

8) **Q: Is there a list of improvements that qualify to the limited upgrades for Traffic Management Centers?**
   A: The MSRC does not have a defined list. For this category, MSRC staff would prefer to work one-on-one with the prospective applicant. However, in general, the MSRC is seeking to assist with improvements which would result in improved traffic flow and consequently reduced emissions. Projects which would classify as maintenance, or even adding something new which does not improve traffic flow, would not be eligible for funding.

9) **Q: If an agency has a project funded by a previous grant that needs additional funds, could the additional funds be requested under this program?**
   A: No, if the project has not changed.

10) **Q: Will the PowerPoint presentation be available after the webcast?**
    A: Yes, please email Cynthia Ravenstein to receive a copy of presentation at Cynthia@cleantransportationfunding.org.

11) **Q: Are jurisdictions allowed to submit applications for more than one project, i.e., for the purchase of an EV and EVSE?**
    A: Yes.

12) **Q: Concerning the funding for the installation of EV charging, could we use our funds (75% of total project cost for publicly-accessible stations) in partnership with a private entity, i.e., we fund 75% with the MSRC funds and they pay the rest? And, would the City need to be the owner of the station in this scenario or could it be privately owned but publicly accessible?**
A: The MSRC staff is investigating the question of ownership requirements and will report back at a later time. In the meantime, contact the MSRC staff if you have further questions.

13) **Q: Are pilot/demo vehicles ok? That is, can we use funds to partner with an OEM to develop a new type of vehicle that doesn't currently exist on the market, e.g. EV class 8 street sweeper, EV top handler?**
A: A pilot/demo project likely would not be eligible for funding because the intent of the program is to expand the commercialization of existing technologies.

14) **Q: Would a hybrid-electric vehicle, such as a hybrid electric upfit for Ford F-250 pickups, be eligible for funding as a medium/heavy-duty vehicle?**
A: No.

15) **Q: As part of the webcast, you noted that the MSRC presentation must be presented to the City Council/Board of Supervisors by local government staff. Would there be any opportunity for AQMD staff to also be available at the meeting? Or would this actual webinar be recorded and posted, to serve as background reference to city staff?**
A: There will be very limited staff availability. To assist agencies in developing their presentations, the MSRC staff has developed a template PowerPoint presentation that local agencies can adapt to their particular needs, available here: http://www.cleantransportationfunding.org/documents/rfp/pdf/Local_Government_Partnership_Program_-_Presentation.pdf. A recording of the webcast is available online here: http://www.aqmd.gov/home/library/live-webcast?ms=AJvOQ4iMdjQ

16) **Q: Is there a requirement that the EVSE be maintained and operable for a certain amount of time?**
A: Yes, an operational period of at least three years is required.

17) **Q: Are repowers (i.e., removing an old engine and installing a new near-zero engine) eligible for funding and are any other costs eligible?**
A: Yes, the purchase of the engine and the engine installation would be eligible for funding. The disposal of the engine must be borne by the program applicant and would not be eligible for funding.

18) **Q: Are design costs for EVSE eligible for funding?**
A: Yes, as long as the design was not started prior to September 1, 2017 (the date the Program Opportunity Notice was released).

19) Q: If all of the local agencies applied for the maximum amount of funding that has been allocated for them, would this exceed the MSRC's available matching funding?
A: No. The MSRC allocated enough funding for every eligible jurisdiction to take advantage of the full amount that has been set aside for them.

20) Q: Eligibility requires 24-hour access to EVSE in order to qualify. Since in many cases these facilities would locate in public facility parking areas (e.g., a public parking structure) that may not be open 24-hours and may need to be secured for a limited number of hours at night (say between 1:00 AM and 6:00 AM). Is the 24-hour requirement flexible at all to accommodate projects that may have *limited* closure hours?
A: No, this requirement is not flexible. The MSRC wants to provide EV drivers with assurance that they can charge anytime. However, such a project would still be eligible for up to a 50% match.

21) Q: Is the funding under PON2018-01 a one-time allocation or will this be an annual allocation?
A: As of now, it is a one-time allocation.

22) Q: Will we need to submit emissions reduction data if we receive MSRC Local Government Partnership funds for our project?
A: No. The MSRC staff will calculate this data.

23) Q: Would the purchase of bike racks quality for Bicycle Active Transportation Projects?
A: Yes.

24) Q: Will the webcast be available for viewing at a later time?
A: Yes. A recording of the webcast is available here:
http://www.aqmd.gov/home/library/live-webcast?ms=AJvOQ4iMdjQ