

**Questions and Answers for the Fiscal Year 2018-19
Clean Mobility in Schools Pilot Project
Second Applicant Teleconference
October 4, 2019**

Introduction

On October 1, 2019, California Air Resources Board (CARB) staff held the Final Applicant Teleconference to answer questions regarding the Fiscal Year (FY) 2018-19 Clean Mobility in Schools Pilot Project Solicitation (solicitation). The Clean Mobility in Schools Pilot Project was approved in the FY 2018-19 Funding Plan for Clean Transportation Incentives. This solicitation is open to California public school districts and County Offices of Education that operate schools serving grades Kindergarten through Grade 12. The school site the school district or County Office of Education operates must be within the boundaries of a disadvantaged community, defined by Senate Bill 535 (De León, Chapter 830, Statutes of 2012).

The questions answered in this document include questions received via email before the teleconference and questions asked during the teleconference. The responses below provide more written detail than what was discussed at the teleconference. The following written responses take precedence over verbal responses provided during the teleconference.

Questions and Written Responses

1. Question: For energy storage projects that we would like to include, does the energy storage have to be only linked with the electrical utility service account that is servicing the electric vehicles purchased with these grant funds? Or can the energy storage for the project also include battery storage sized to incorporate other school site elements already in place or planned for the future?

Response: Infrastructure improvements are an allowable project element, as long as there is a transportation element associated with the infrastructure need (Appendix B, Draft Sample Grant Agreement, section G.2.b.8, page B-17, draft allowable technology costs). For project elements that transcend other services or supplies, applicants are requested to include a description of the elements that serve other processes or equipment in their Project Narrative. Additional information is in Appendix A on page A-11.

2. Question: What can our school district do to assure advance payment occurs?

Response: CARB may provide advance payments to grantees. It is discussed in the Solicitation document and in more detail in Appendix B, the Draft Sample Grant Agreement. Refer to Appendix B, section G, items 5 and 6 for additional information on advance payment requirements. Highlighted points:

- The Grantee must submit a spending plan to CARB for review and approval prior to receiving the advance payment; and
 - The spending plan shall include project schedules, timelines, milestones, and the Grantee's fund balance for all state grant programs
3. Question: Are only vehicles on the HVIP or CVRP lists allowed for purchase under this solicitation? What are the requirements for vehicles that are not on either the HVIP or CVRP lists?

Response: On-road light-duty and heavy-duty vehicles purchased under this grant must be on the HVIP or CVRP list at the time of purchase. School bus vehicle types on the HVIP list include Low-NOx technologies, this grant is only allowing zero-emission school bus technologies. For other vehicle types, including motorized bicycles, that are not part of the HVIP and CVRP programs, the vehicles must be zero-emission.

4. Question: Can school districts apply grant funds to fund district personnel working on this grant?

Response: Yes. Administrative costs are allowable expenses. Per Appendix B, page B-22, item 9 Documentation of Administration Funds states, Personnel documentation must make use of timesheets or other labor tracking software. Duty statements or other documentation may also be used to verify the number of staff and actual hours or percent of time staff devoted to Clean Mobility in Schools Pilot Project implementation and outreach. Also refer to the sample budget provided in the Application Appendix, on page A-13.

5. Question: What if final State Architect approval extends past the due date for grant execution due to unforeseen site conditions that are out of our control?

Response: Issues like this may arise, while we certainly will make every effort to work with the potential grantee to resolve unforeseen situations, CARB has legislatively-mandated deadlines to expend funds. In the event something is unavoidable, refer to section 13 in the solicitation document, on page 29, for details on CARB's options under this grant solicitation.

6. Question: How do school districts address vehicle tracking and participant privacy for this project?

Response: CARB's data collection requirements for vehicle usage considers participant privacy. Our interest is to see how useful these pilot programs are and how they are used. Refer to Appendix C, Data Collection Requirements introduction text: "Any data collected that contains personally identifiable information, or P-I-I, such as the names, personal phone numbers, and home addresses of staff, car share, or bicycle share participants, should be secured and protected. All information and data collected as a response to the Clean Mobility in Schools Pilot Project's data collection requirements is the property of CARB and will become a public record. As such, any information or data

which contains P-I-I should be reported only in aggregate or with P-I-I removed." If there are additional constraints that CARB is unaware of, applicants can include alternative methods and/or privacy protections in their project application for consideration.

7. Question: We already have solar PV and electric vehicle charging stations installed at proposed project sites, but want to do energy storage projects. How do we calculate GHG emission reductions?

Response: CARB does not have a method for quantifying emissions reductions specifically from increased energy storage. However, if this project increases the amount of renewable energy available to power new or existing electric vehicles, you may input information about the vehicles into the calculator tool and then use the field "Percent Renewable Electricity Purchased/Generated" to reflect the cleaner electricity mix that would be used.

8. Question: Would CARB be willing to allow non-school districts, like non-profits, to be the lead applicant?

Response: Public schools are the only eligible applicant types. We understand school districts have limited resources and so we included the ability for the lead applicant to partner with and/or use funds to support the project, including services of a project manager. The solicitation section on eligible applicants, page 5, explains this.

9. Question: Is the program open for retrofitting diesel driven school buses with emission reduction technology or does the program only support the purchase of new buses?

Response: Eligible technology costs under this grant are listed on page B-17 in Appendix B and do not include retrofitting services.

10. Question: Do you have any resources to help school districts show compliance with CARB's transportation-related regulations?

Response: Yes, we do. CARB conducts education and training to public agency and industry staff for various fleet types to help them understand and comply with our regulations. For the school fleet audience, CARB has two class offerings.

Training Classes for School Fleets

Registration links and information are on our webpage:

<https://ww2.arb.ca.gov/resources/documents/trainings-school-districts>

- Class number MS523 titled "Air Regulatory Overview for Public Schools in California" provides information to about the basic regulatory requirements that school fleets may be subject to such as the Truck & Bus Regulation, the Public Agency & Utility Regulation, School Bus Idling Limitations, Periodic Smoke Inspection Program, Portable Equipment Registration Program (PERP), the Off-Road Regulation, and Large Spark Ignition (LSI) Fleet Regulation. There is a link to a youtube video of a

previously recorded class that you can watch anytime available on the webpage, link provided above.

- Upcoming class: December 9, 2019 at 1:00 p.m.
- Brand New: Class number MS523B titled “Truck Regulation Upload Compliance and Reporting System (TRUCRS) for School Bus Fleets” will cover how to create a new account in the reporting system, logging into an existing account and how to report fleet and bus information.
 - Upcoming class: October 10, 2019 at 10:00 a.m.

Off-Road, Large-Spark Ignition, and Portable Equipment

For school districts that own off-road equipment, portable equipment, and forklifts, CARB’s Off-Road Zone website has information on requirements and reporting in the DOORS system, including training classes and video tutorials.
<https://ww3.arb.ca.gov/msprog/offroadzone/offroadzone.htm>

CARB’s Truck Stop

If you are new to California’s diesel vehicle-related regulations, visit our Truck Stop website to find the listing of all Truck & Bus regulation trainings.
<https://ww3.arb.ca.gov/msprog/truckstop/truckstop.htm>

If you have any trouble finding the registration link or class details, call our Diesel Hotline staff at 1-866-6Diesel (1-866-634-3735).

11. Question: Do you have a vendor or partner list for this grant solicitation?

Response: No, we are not offering to share or post such a list.

12. Question: Where would an applicant include the scope of work? Do you want it included as a separate attachment?

Response: The grant solicitation document does not say the scope of work has to be a separate part or an attachment but it should be included throughout the project narrative. Appendix A, Attachment 2: Proposed Budget, Project Milestones, and Disbursement Schedule instructions on page A-11 discuss the expectations for scope of work and other information to be included along with the Project Narrative.

13. Question: The grant can be for vehicle replacement as well as for new service, but in the Clean Mobility in Schools Benefits Calculator Tool we cannot select “new service” for trucks. How should we account for that?

Response: The vehicle types available in the calculator tool change based on the project type selection (whether you select the “New Service” project type or the “Vehicle Replacement” project type).

If the new truck being purchased will a) be used as part of an existing transportation service or b) not be used to transport people, select the project type “Vehicle Replacement”. You may then select between multiple truck options for the Vehicle Type, including both Medium-Heavy Duty Utility Truck and Heavy-Heavy Duty Utility Truck.

If the new truck being purchased will be used as part of a new transportation service, select the project type "New Service". Then select the Vehicle Type that most closely aligns with the truck being purchased. If no Vehicle Type exactly matches the truck being purchased, select the vehicle type that is most similar (for example, you may choose School Bus or Light-Duty Van), and explain in your documentation why this choice was made.

14. Question: Are charter schools eligible for this grant?

Response: Public charter schools that serve any grades from Kindergarten through grade 12 are eligible.

15. Question: Will the pre-payment of grant funds be allotted in phases or is it a one-time allotment that will be received after so many days?

Response: The grant agreement will fund up to \$10 million. The applicant will need to provide a disbursement schedule as part of the application, Attachment 2. If selected to be a grantee, CARB and the applicant will work together to finalize a disbursement schedule. The grant agreement disbursement schedule can include both advance payment disbursements and reimbursements, where appropriate, and must coincide with specific milestones.