



## **Questions and Answers for the Fiscal Year 2017-18 Zero- and Near Zero-Emission Freight Facilities Projects**

**May 29, 2018**

### **Introduction**

On April 24, 2018, California Air Resources Board (CARB) staff held an Applicant Teleconference to answer questions regarding the Fiscal Year (FY) 2017-18 Zero- and Near Zero-Emission Freight Facilities Projects Solicitation (Solicitation). The Zero- and Near-Zero Emission Freight Facilities Project (Freight Facility Project) as approved in the FY 2017-18 Funding Plan for Clean Transportation Incentives (Funding Plan). The questions answered in this document include questions asked during the teleconference and questions received via email by 5:00 pm PDT on or before Friday April 20, 2018. Staff encourages applicants to read through this document as CARB has provided more written detail in their responses to stakeholder question than what was discussed at the teleconference. In the event of any differences, the following written responses take precedence over verbal responses provided at the teleconference.

### **Eligibility and Timeline Questions:**

- 1. There appears to be a discrepancy in the Solicitation for the date to have sub-agreements in place. Page 24 of the Solicitation states that the sub-agreements process needs to be completed by December 31<sup>st</sup>, but page 36 states that the sub-agreements need to be completed no later than February 1, 2019.**

Answer: CARB expects that sub-agreements to be in place by December 31, 2018, the February 1, 2019 date is erroneous.

- 2. Can a transit agency apply for funding for zero-emission transit buses?**

Answer: No, transit buses are not eligible for funding. However, if a transit bus is being dedicated to employee mobility efforts, that transit bus may be eligible to be used as part of the project's match component.



3. **Can a private company be an eligible applicant?**

Answer: No, a private company is not an eligible applicant, only public agencies and California based non-profits are eligible applicants.

4. **Is there a scrappage requirement for any pieces of equipment that are replaced or retrofitted?**

Answer: No, there is not a scrappage requirement for any vehicles or pieces of equipment replaced under a proposed Freight Facility project.

5. **Are zero-emission technologies that are already commercialized available for funding?**

Answer: Yes, commercially available zero-emission technologies are available for funding provided the vehicle or equipment type is eligible for funding under the solicitation.

6. **Is it correct to interpret the “project implementation costs” (limited to 5%) as those costs (mostly labor and travel costs including all indirect rates) associated with managing and carrying out the project, but not intended to include G&A (General and Administrative Expenses) loadings applied to subcontractors and equipment purchases? In other words, please clarify if an applicant’s accounting structure normally applies a fixed percentage G&A rate to all subcontracts and equipment costs to cover indirect expenses, would these costs be considered “project implementation costs” by CARB for inclusion in the 5% project implementation costs limit?**

Answer: No, project implementation costs from any project partner that is not the applicant are not eligible for funding. The administrative costs associated with project partners that are not the applicant or grantee should be folded into the overall costs associated with the portion of the project that project partner is participating in.

7. **Would fleet vehicles be considered as freight or cargo handling equipment? There are many alternatives here, from parcel service companies to ambulances, official vehicles, etc.**

Answer: Typically, fleet vehicles are not considered cargo handling equipment unless they are used in maintenance operations at ports and intermodal rail yards. Fleet vehicles that are used for the movement of freight are eligible for funding.

8. **Can you clarify when you would like the sub-agreements agreements executed?**

Answer: The sub-agreements should be executed by December 31, 2018.

9. **Can you please clarify the minimum demonstration period, “12 month demonstration in aggregate but 3 months for any one piece of equipment.” Does this mean if we are testing 4 different technologies, and each of those technologies test for 3 months, we have met the 12-month requirement?**

Answer: Since it is anticipated that multiple vehicles and pieces of equipment will be part of any proposed project, any single vehicle, piece of equipment, or facility improvement needs to be in operation for at least 3 months. However, in consideration of the entire project from the time the first vehicle or piece of equipment is delivered and entered into revenue service to the final vehicle or piece of equipment one full year of data collection must be for the entire project.

10. **For Attachment 11, confirm page limit for subcontractor qualification narratives. Recommend the narrative for each subcontractor should not exceed two pages.**

Answer: There is no limit to the number of pages that can be used for applicant and project partner qualification narratives.

11. **For Project Narrative, Scoring Criteria 3, final item, please confirm that a simple as-built site plan with footprint of proposed infrastructure is responsive for request on “space or area.”**

Answer: A build site plan will be responsive to the solicitation in regards to infrastructure siting, if it includes the location of the facility, a schematic of the where critical equipment will be placed, indicates where vehicles or equipment will enter and exit the facility, and where refueling will take place. A built site plan on its own will not satisfy the California Environmental Quality Act (CEQA) requirements specified in the solicitation or in Appendix E, California Environmental Quality Act Compliance and Permitting Requirements.

12. **Section V of the Grant Solicitation Document says : “These activities are further described in Section IX of this solicitation. This solicitation may not fund research or design-only projects.” Is an asset in revenue service going to be considered as a design only project?**

Answer: If an asset is in revenue service it is not a design-only project.

13. **The solicitation states: “The questions and answers from the Applicant Teleconference will be posted on the CARB website at <https://www.arb.ca.gov/aqip/meetings/meetings.htm>. CARB staff will not be responding to questions regarding this solicitation except at the Applicant Teleconference.” Does this mean that for the questions submitted by April 20th or at the Applicant Teleconference, responses will be provided on the call and then published to the meetings page?**

Answer: Yes, a formal Question and Answers document will be posted to the CARB webpage.

14. **Closing the question and answer period 3 months prior to the application submission deadline is extremely limiting. Please consider extending the final date for questions to May 20th so it is approximately halfway between the issuance and due dates.**

Answer: The timing of the Applicant Teleconference and Question and Answer process is described in the solicitation and will not be changed.

15. **For projects incorporating both photovoltaic and battery-electric equipment, how should photovoltaic-generated electricity be attributed to various site loads? Can all photovoltaic-generated electricity be assumed to be used first to charge battery-electric equipment, with any remaining generation used to off-site site loads such as building lighting?**

Answer: The applicant is responsible for describing how the photovoltaic generated electricity will be used.

16. **For projects incorporating both photovoltaic and battery-electric equipment, does the photovoltaic system need to be located at the same site and on the same side of the customer meter for battery-electric equipment to use the “solar-based” carbon intensity value for EV charging? Is a “directed renewable electricity” or “book and claim” method of accounting for off-site renewable electricity generation allowed, as is currently proposed in the 2018 revisions to the LCFS program?**

Answer: The photovoltaic system does not need to be located at the same site as the proposed project. However, projects that propose to use a photovoltaic system for vehicle charging or facility usage may score better than those that do not since reducing grid effects is an eligible portion of scoring criteria 3 Project Objectives and Work Plan.

17. **If fuel generation is funded by the proposed project can excess fuel production be sold to non-project partners?**

Answer: Yes, however only the fuel that is used as part of the proposed project can be used to determine the emission reductions from the project and while the entire cost for the fuel production is used in determining the cost effectiveness of the proposed project.

18. **Is hydrogen production using electrolyzers an eligible method of producing hydrogen for use in a proposed project?**

Answer: Yes, hydrogen production using electrolyzers is an eligible method of producing hydrogen for proposed vehicles and equipment.

**19. Is a mobile refueler an eligible component of a project?**

Answer: Yes, a mobile refueler can be an eligible component of a proposed project.

**20. Is the 25 page limit on the project narrative inclusive of the work plan or can the work plan be a separate attachment outside of the 25 page limit?**

Answer: The 25 page limit is only for the Project Narrative and does not include the workplan.

**21. In terms of the production of pre-commercial or commercial vehicles, can costs attributed to overhead, such as a prorated portion of building leases and staff training, count as eligible costs?**

Answer: Project partners that are manufacturing vehicles or equipment cannot claim costs associated with overhead, building leases, travel or any other costs that are not attributed to the actual vehicle as an individual line item. The cost of the vehicle as presented in the application, should reflect what costs the manufacturer is seeking to be reimbursed for.

**22. Can manufacturing equipment procurement in order to meet vehicle and other equipment production be an eligible cost? And if so, is there a standard depreciation that CARB requires be used on these projects?**

Answer: No, manufacturing equipment procurement costs are not an eligible expense.

**23. Will CARB consider approving projects wherein some project elements have completed CEQA, and some project elements will extend environmental review past the Nov 2018 deadline?**

Answer: No, all CEQA requirements need to be completed by November 1, 2018.

24. **The November 1, 2018 deadline for CEQA completion is very aggressive; will CARB consider projects that are evaluated on a programmatic basis but that require an Environmental Impact Report addendum or supplemental Environmental Impact Report work?**

Answer: No, all CEQA documents must be completed before November 1, 2018.

25. **There appears to be a discrepancy as to when the final CEQA documents need to be submitted to CARB in the event a proposed project is awarded funds. Page 24 of the solicitation states that final CEQA document submittal deadline is November 1, 2018, while on page 25 of the solicitation it states that, “For an project were an agency other than CARB is serving as the lead agency, the applicant must submit any required final CEQA documents by November 17, 2018 (prior to execution of the Grant Agreement).” Which date is correct to submit the final CEQA documents?**

Answer: The correct date to submit the final CEQA documents is November 1, 2018.

26. **Can you clarify if design costs are eligible for funding?**

Answer: Design costs are an eligible expense but must be part of a larger eligible project.

27. **Are there any specific instructions on how to submit an application for a warehouse project?**

Answer: The applicant should specify what part if any is being devoted to project components that are located at or serving warehouses in the Project Narrative portion of their application. The solicitation requires that at least \$50 million be spent on warehouse projects overall.

28. **Can a proposed project contain both a warehouse and a freight facility component?**

Answer: Yes, a project can contain both a warehouse and a freight facility component. The applicant should specify what part if any is being devoted to project components that are located at or serving warehouses in the

Project Narrative portion of their application. The solicitation requires that at least \$50 million be spent on warehouse projects overall.

**29. Should an applicant make a distinction between funding for warehouses or other freight facilities in their application?**

Answer: The applicant should indicate in their application what type of freight facilities are included in their proposed project. However, CARB retains the right to make the final determination of facility types in the proposed project.

**30. Are there specific restrictions on the \$50 million set aside for warehouses?**

Answer: The only specific restriction on the \$50 million set aside is that at least \$50 million will be spent on warehouse projects. Otherwise there are not specific requirements for warehouse projects that are not also required for other freight facility projects.

**31. Is the cost of vehicles that will be used as part of workforce development project be an eligible expense under the solicitation?**

Answer: No, vehicles used as part of a workforce development component of a proposed project are not eligible for funding. However, vehicles that will be used as part of a workforce development component of a proposed project are eligible to be used as match funding in an application.

**32. Does the 150-mile zero-emission all electric range truck minimum requirement apply to each vehicle included in a proposed project?**

Answer: The 150-mile range requirement only applies to on-road trucks that are part of a proposed project.

**33. Is the 150-mile minimum range requirement for all-electric range or total range of the vehicle?**

Answer: The 150-mile minimum range requirement is the total daily zero-emission range for an on-road truck with or without opportunity charging or refueling during the operational day.



**34. Do the trucks have to simply be capable of meeting the 150-mile all electric range, or do they actually have to perform 150-miles a day?**

Answer: Zero-emission trucks that are part of proposed project must be capable of a range of 150 miles during the course of one day. Trucks will not be required to operate for 150 miles per day, but will at some point during the course of the project be required to perform 150 miles of operation during the course of one day as part of the data collection efforts and as a demonstration of commercialization potential.

**Match Requirement Questions:**

**35. Can Carl Moyer funds be used for match purposes in an application for Zero-and Near Zero-Emission Freight Facilities Project funds?**

Answer: Yes, Carl Moyer funds can be used as an in-kind match for a proposed project. However, no Greenhouse Gas Reduction Fund (GGRF) sources of funds can be used such as match funds, such as those under the Community Air Protection Program (AB 617) or the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). Any Carl Moyer funds need to be under contract before the grant agreement can be executed. Any emission reductions associated with a Moyer project need to be maintained and criteria pollutant emissions associated with the use of Moyer funds cannot be claimed as coming from the proposed Freight Facilities project. Any Carl Moyer funds allocated toward a Zero-and Near Zero-Emission Freight Facilities Project must meet the requirements outlined in the solicitation.

**36. If Carl Moyer Memorial Air Quality Standards Attainment Program funding is used when does that funding need to be under contract to be eligible to be used as match funding under the solicitation?**

Answer: If Carl Moyer Memorial Air Quality Standards Attainment Program funding is used as an in-kind cost match, then the contract for those Moyer funds needs to be in place before the grant agreement for this project is executed.

37. **Would it count as match funding if all the investment made on a fuel generation system that is included as part of a proposed project with the expectation of some fraction of that investment being recovered by selling hydrogen with an off-take agreement?**

Answer: Yes, if all the costs associated with that fuel generation system are made after the execution of the grant agreement. If equipment was purchased before the grant was executed and will be used for the proposed project then the cost of such equipment can count as part of the in-kind match requirement. The selling of hydrogen with an off-take agreement to non-project partners is allowed.

38. **Can eligible public funds that are part of an awarded project that have not yet been expended be included in the match contribution for a project? As an example, if the applicant has received grant funds from another state or local agency for a fueling station that would support the deployment of trucks and cargo equipment under the Zero- and Near Zero-Emission Freight Facility Project, can the applicant use the capital costs of the station as cost share?**

Answer: Yes, awards from other public agencies that are not sources from GGRF can be used as part of the in-kind contribution requirement in a proposed application if the assets funded will be used as part of the proposed project. However, those funds need to be under contract before the grant agreement is executed and any emission reductions required by those funds cannot be attributed to the proposed freight facility project.

39. **Can land that has been or will be contributed without charge to the end user for the express purpose of the project count toward in-kind match (for example, land to support charging infrastructure)?**

Answer: No, project facilities, laboratories, or property will not be considered as part of a proposed in-kind match whether owned or leased by the Grantee, technology manufacturer, or project partner.

40. **Can equipment or infrastructure integral to the project but purchased prior to the start of the grant agreement count toward in-kind match?**

Answer: Yes, vehicles, equipment, or infrastructure that will be used as part of the project can be counted as part of the in-kind match. However,

the value of those assets already owned that will be used as part of the project should be determined not by the entire cost of that equipment but rather the fair market value to use that equipment for the duration of the proposed project.

**41. When using infrastructure costs as part of the match cost share requirement, can the entire cost of the infrastructure be used or is the infrastructure cost prorated only during the time of data collection?**

Answer: If the proposed recharging or refueling infrastructure does not yet exist and will be built as part of the proposed project, then the funding that will be used as part of the match cost share can be the entire cost of the infrastructure as either a cash or in-kind match, depending on the source of those funds, and when those funds will be expended.

However, if the recharging or refueling infrastructure already exists, and will be used as part of the project, then associated costs can only be counted as part of the in-kind cost share. The level of the in-kind cost share for an existing fueling station should be the fair market value for the use of the refueling station. Fair market value for the purposes of this solicitation can include refueling equipment and facility maintenance, depreciation of equipment used to fuel the demonstration vehicles, security for the station, labor for refueling, and other costs that are related to fueling the demonstration vehicle. The exact amount of the in-kind contribution for the existing refueling station will be up to the applicant to define and validate in the application.

**42. Can the value of an asset, counted as an “in-kind contribution”, include engineering design effort that was expended prior to project award/start?**

Answer: No, the engineering design effort expended before the start of the proposed project cannot be considered as part of the in-kind match.

**43. If you incur costs before award, can you count any costs expended before contract toward in-kind? And if so, what kinds of costs will be eligible?**

Answer: Yes, cost associated with project implementation incurred by the eligible applicant after the preliminary award letter has been issued and before grant execution can count toward the required in-kind match contribution. Project implementation activities such as final CEQA



document preparation, sub-agreement execution, and project planning meetings are eligible to be used as basis for in-kind project implementation costs for the eligible applicant only and not other project partners.

44. **On Page 9, the solicitation states “the applicant may propose to use in-kind matching funds for administrative activities, if selected for funding, to be performed after the issuance of a preliminary award of funding and before the execution of the project’s grant agreement.” What is the definition of “administrative activities” and what are the examples of eligible costs under that?**

Answer: Administrative activities are efforts engaged in by the grantee to support the day to day administration of the proposed project. Administrative activities can include project file maintenance activities, support for regular project update meetings, engagement with project partners, permit and CEQA document development activities and other activities in support of the project by the applicant and later project grantee.

45. **If you incur costs after award but before contract, what kinds of costs will be eligible?**

Answer: Only the applicant’s cost associated with getting all the required elements in place needed to execute the project grant agreement are eligible, and will only count towards the in-kind match.

#### **Data Collection and Field Demonstration Questions:**

46. **Can the applicant also be the data collection and analysis provider?**

Answer: We anticipate that the data collection and analysis provider be a third party entity.

47. **Can a Data Collection and Analysis Provider also be the grantee?**

Answer: CARB anticipates that the data collection and analysis provider will be a third party entity, however, the grantee can serve the role as the data collection and analysis provider.

**48. Can the data collection and analysis provider use data collection equipment supplied by the technology manufacturer?**

Answer: Yes, data collection equipment can be supplied by the technology manufacturer, but must collect at least the minimum data collection elements as defined in Appendix F, Data Collection Requirements.

**49. If we are proposing to deploy multiple units of the same technology and manufacturer, do we need to demonstrate all of those units for 3 months, or just a representative sample?**

Answer: Each individual unit must be in operation for at least 3 months of service with the field demonstration portion of the proposed project lasting at least one year.

**50. If a proposed project only has one type of equipment that will be funded, does that one type of equipment need to have a one-year field demonstration?**

Answer: No, the requirement is that each individual piece of equipment needs to have a least a 3 month field demonstration and that the field demonstration phase of the whole project must last for at least 12 months for all funded vehicles, equipment, and freight facilities improvements in aggregate. It is not anticipated that only one piece of equipment will be funded under this solicitation.

**51. If a proposed project only has one type of equipment that will be funded, and the project only proposes two pieces of equipment for funding, will each piece of equipment still only require a minimum of 3 month field demonstration?**

Answer: The field demonstration portion of all proposed projects must last at least 12 months, with any one funded vehicle, piece of equipment, or freight facility improvement being required to perform for at least 3 months in revenue service during the field demonstration portion of the proposed project. If only two pieces of equipment were funded under a proposed project, than at least one piece of equipment would need to have a field demonstration of at least 3 months and the second piece of equipment must have a field demonstration of at least 9 months, or any other combination of deployment times that add up to a 12 month field demonstration.

**52. If a project has 40 pieces of equipment, does the 3-month minimum field demonstration rule apply to each piece of equipment?**

Answer: Yes.

**53. If a project has 10 vehicles of a single type, does the 3-month data collection rule apply to each piece of equipment? In this example, would the first vehicle have to be in service collecting data for an entire year?**

Answer: Data collection should take place during the entire time that a piece of equipment or vehicle is deployed. The 3-month minimum data collection requirement is for each vehicle, piece of equipment or freight facility improvement that is part of the proposed project. The minimum 3-month minimum data collection requirement is for each vehicle, piece of equipment, or freight facility improvement, does not require any one vehicle, piece of equipment, or freight facility improvement be in operation for the entire 12-month field demonstration portion of the proposed project. However, those projects that have a longer field demonstration than the minimum may score higher due to the increased potential for commercialization being higher for those technologies that have a more robust field demonstration.

**54. The solicitation states that all pre-commercial technologies must include a field demonstration. Does the same requirement apply to commercially available technologies deployed on the project?**

Answer: Yes, the required field demonstration timeframe applies to pre-commercial and commercialized technologies that are included in a proposed project.

**55. Please provide the locomotive emissions baseline that needs to be used as the baseline to compare against the grant demonstrator asset(s) for actual emissions reductions projected, and shown in service and also used for the cost effectiveness calculations that will be in the proposal?**

Answer: The baseline emission level for any baseline locomotive is the Tier-4 standard, see Appendix D, Methodology for Determining Emission Reduction and Cost Effectiveness, Table IV-12b, page D-72

56. **To reduce deployment time, can we produce two demonstrators vs. one in order to reduce the 1-year deployment time to 6-months for each demonstrator?**

Answer: Yes, but the two 6-month deployments cannot be concurrent. The entire field demonstration period for the project as a whole must last for 12 months.

57. **Can an applicant use a lower carbon intensity score for grid-supplied energy if the applicant can demonstrate that they are purchasing electricity with a higher renewable content than the CA grid average?**

Answer: No a lower carbon intensity value for grid supplied energy not listed in Appendix D Table II-2 on page D-57 cannot be used in determining emission reductions or cost effectiveness in the application. Only those values listed in the table can be used. However, if the applicant believes that the methodology or values listed in Appendix D do not represent the potential emission reductions from the proposed project, an alternative methodology can be used and included in the application to highlight what the applicant believes are the true emission reductions from the proposed project. If an alternate methodology is included, the application must still include the emission and cost effectiveness calculations that are based on the required methodology as outlined in the solicitation.

58. **If a project constructs or utilizes existing on-site solar power generation, would it be correct to use the 'Electricity – Solar Based' carbon intensity value listed in Appendix D when calculating greenhouse gas (GHG) benefits for the use of that energy at the facility or in EVs charged at the facility?**

Answer: Yes, use the Electricity – Solar Based carbon intensity value listed in Appendix D Table II-2 when determining GHG emission reductions.

59. **Can the project claim GHG reductions for solar power generated in excess of the facility/equipment energy requirements where the excess solar power is delivered to the electrical grid?**

Answer: Emission reductions associated with the proposed vehicles and equipment can only be attributed to reduction in emissions associated with proposed project. Excess solar generation that is delivered to the electrical grid can be not be claimed as a greenhouse gas emission reduction.

60. **Could you clarify the intent of the statement in Section X, ‘No emissions reductions associated with infrastructure can be claimed’? If a project constructs or utilizes existing on-site solar power generation, would it be correct to use the ‘Electricity – Solar Based’ carbon intensity value listed in Appendix D when calculating GHG benefits for the use of that energy at the facility or in EVs charged at the facility?**

Answer: Emission reductions are associated with the vehicle or piece of equipment only, not the infrastructure used to recharge or refuel them.

61. **In an application with multiple project components, can the data collection and analysis provider of one project component (e.g., zero-emission vehicles) also serve as the technology manufacturer of another project components (e.g., system efficiency upgrade)?**

Answer: Yes, within a single application the data collection and analysis provider under one project component can also be the technology manufacturer in another project component. However, CARB anticipates that the data collection and analysis provider will be a third party.

62. **In an application with multiple project components, can the Grantee also serve as the data collection and analysis provider and/or the technology manufacturer for some of the project components?**

Answer: CARB anticipates that the data collection and analysis provider be an independent third party. The grantee can serve as the technology manufacturer if they are in fact an eligible applicant.



63. **Appendix D requires that criteria pollutant benefits be based only on operation within California. Are GHG benefits similarly restricted to only in-California operation?**

Answer: Greenhouse gas emissions must be based on the emission reductions that take place within California. Field demonstration of funded technology must be based in California. If the regular duty cycle of a vehicle or piece of equipment takes it outside of California, such as with line haul trains and heavy-duty on-road trucks, the emission reduction associated with the emissions out of state should be cited in the application, but not counted as an emission reduction for scoring purposes nor included as the basis of a cost effectiveness calculation.

64. **Are there any performance parameters for mobile refueling?**

Answer: Appendix C of the solicitation details the required performance parameters needed for a mobile refueler that dispenses hydrogen and includes fire safety and awareness, dispenser pressure, hydrogen dispensing requirements, renewable hydrogen requirements among others.

65. **Regarding data collection and emission testing, for non-zero-emission vehicle and equipment deployments, is emission testing required?**

Answer: Emission testing of any vehicle or piece of equipment that is not zero-emission must have emission testing performed, as well as a conventionally fueled baseline version of the same vehicle or equipment type to be used as a comparison.

66. **Is in-use real time Portable Emission Measurement System (PEMS) data collection required or is using chassis dynamometer acceptable?**

Answer: Either PEMs or chassis dynamometer-based emission testing is permissible, however, CARB will have the final determination as to the testing protocol that will be used to measure emissions from any vehicle or piece of equipment, that is part of the proposed project and the representative baseline conventionally fueled vehicle or piece of equipment.

**67. What type of high level data collection parameters will be required to be collected on vehicles, equipment, and freight facility funded under this solicitation?**

Answer: The minimum required data collection parameters are given in Appendix F of the solicitation package.

**68. For data collection and analysis, is there a desire to transfer data to CARB or will there be follow-up requirements to refine data collection and analysis or report to CARB?**

Answer: Requirements listed in Appendix F are the minimum requirements. All data will be transferred to CARB on a quarterly basis, at a minimum. Refined data will be presented in the regular Status Reports and raw data will be transferred to CARB at least quarterly.

**69. For ocean going vessel emission calculations what emission factors should be used dockside, 3 miles, 12 miles, and 200 miles from shore?**

Answer: For the purpose of this solicitation, emission factors to be used in calculating ocean going emission reductions are as follows:

Ocean Going Vessel Emission Factors in g/kW-hr

| Engine Type | Operational Mode                   | CO2 | NOx  | PM10 | ROG  |
|-------------|------------------------------------|-----|------|------|------|
| Main        | Transit                            | 588 | 17.0 | 0.25 | 0.78 |
| Auxiliary   | Transit, Maneuvering, and Hoteling | 690 | 13.9 | 0.25 | 0.52 |

Ocean going vessel emission factors are sourced from CARBs 2011 *Emissions Estimation Methodology for Ocean-Going Vessels* and, can be located at <https://www.arb.ca.gov/regact/2011/ogv11/ogv11appd.pdf>, note that emission factors may be higher beyond 24 nautical miles but the above emission factors will be used for the purpose of this solicitation within the boundary described below.

Only marine vessel activity in California coastal waters and internal waters may be used to determine project emission reductions. For the purpose of this solicitation the boundary of California coastal waters (defined as that area between the California Coastline and a line starting at the California-Oregon border at the Pacific Ocean, thence to 42.0°N 125.5°W, thence to 41.0°N 125.5°W, thence to 40.0°N 125.5°W, thence to 39.0°N 125.0°W, thence to 38.0°N 124.5°W, thence to 37.0°N 123.5°W, thence to 36.0°N 122.5°W, thence to 35.0°N 121.5°W, thence to 34.0°N 120.5°W, thence to 33.0°N 119.5°W, thence to 32.5°N 118.5°W, and ending at the California-Mexico border at the Pacific Ocean).

**70. What is the baseline emission factor for ocean going vessels when using a shore power system?**

Answer: Use the following baseline emission factors for calculating emission reductions from ocean going vessels as part of a shore power project or any other project that contains an ocean going vessel. Emissions should be calculated for either the main and/or auxiliary engine as appropriate:

Ocean Going Vessel Emission Factors in g/kW-hr

| Engine Type | Operational Mode                   | CO <sub>2</sub> | NO <sub>x</sub> | PM <sub>10</sub> | ROG  |
|-------------|------------------------------------|-----------------|-----------------|------------------|------|
| Main        | Transit                            | 588             | 17.0            | 0.25             | 0.78 |
| Auxiliary   | Transit, Maneuvering, and Hoteling | 690             | 13.9            | 0.25             | 0.52 |

Ocean going vessel emission factors are sourced from CARBs 2011 *Emissions Estimation Methodology for Ocean-Going Vessels* and can be located at <https://www.arb.ca.gov/regact/2011/ogv11/ogv11appd.pdf> note that emission factors may be higher beyond 24 nautical miles but the above emission factors will be used for the purpose of this solicitation within the boundary described in Question 69.

**71. Does the data collection period have to be in series or can it be parallel? Can there be a break in time over the 12-month period provided a total of 12 months' worth of data is collected?**

Answer: CARB expects that the 12 month minimum data collection period will be accumulated over consecutive months, however, the accumulation of 12 months of data during the projects field demonstration period are not required to be consecutive.

**72. How will different data formats be handled?**

Answer: Specific formats for data that is collected as part of the proposed project will follow any requirements listed in Appendix F of the solicitation package. Any data formats will be approved by CARB before data collection begins on any proposed project.

**Application Scoring Questions:**

**73. If an application proposes to fund a technology for a vehicle or piece of equipment that will be used in freight service as part of the proposed project but that technology has the potential to be used in other non-freight related activities, will that ability for technology transfer be considered during the scoring process?**

Answer: Yes, Scoring Criteria Number 9, Potential for Market Penetration and Commercialization of the Technology will be used to score the potential of technologies to be used in non-freight activities as part of a commercialization plan.

**74. Will there be consideration to provide additional funding for applications submitted under the Zero- and Near Zero- Emission Freight Facilities program after that solicitation is closed and awarded?**

Answer: Yes, if after the initial \$150 million allocated to the Zero- and Near-Zero Emission Freight Facilities Project have been awarded and additional eligible applications remain unfunded and additional funds become available that CARB decides will be directed at the Zero- and Near Zero-Emission Freight Facilities Project, those unfunded projects may be awarded funds, at CARB's sole discretion.

**75. The solicitation states that no single Grantee may be awarded more than \$50 million. Will ARB have a preference for the awards to be geographically disbursed or could all of the money be awarded to one region under several different agencies?**

Answer: There is no restriction on the amount of funding that be awarded to any one geographical region, however scoring criteria number 10, "Potential of Project to Act as a Showcase of Technology"

highlights the desire of CARB to have projects located at multiple facilities throughout the state and that those projects that incorporate such diverse locations and facility types, will score higher than those that do not.

**76. Will CARB consider funding smaller projects, or project elements, if funds are available after two or three large or transformational projects have been funded?**

Answer: Yes. There is not a minimum project size to be eligible for funding. Funding will be offered to the highest scoring projects.

**77. The points for Scoring Criteria 8 and 9 on page 27 of the solicitation are different from those shown on pages 33-34. Which ones are correct?**

Answer: The scores and scoring criteria numbers shown on the “Summary of Scoring Criteria for Projects” table on page 27 of the solicitation are superseded by the maximum points lists for each scoring criteria listed on pages 28 thru 36.

**Community Based Organization Questions:**

**78. What is the definition of a community based organization (CBO)?**

Answer: For the purpose of this solicitation a community based organization is a group of residents that has identified a need or goal to improve the lives of residents and/or the environment within the local community and has organized in an effort to effect a defined change enriching the lives of local residents and/or the environment. Community based organizations are typically nonprofit organizations located in and serving the needs of community residents.

**79. Is a Community Based Organization (CBO) a required project partner?**

Answer: No, a CBO is not required to be part a proposed project team, however, if an eligible CBO is part of a proposed project team, extra credit point may be awarded.

**80. Will having a CBO as part of your project team effects the scoring of an application?**

Answer: Yes, having a CBO as part of the project team can result in extra credit points being awarded under scoring criteria 13.

**81. Will having multiple CBOs on your project team effect the scoring of your application?**

Answer: Yes, having one or more CBOs as part of the project team, can result in extra credit points being awarded under scoring criteria 13.

**82. With involvement from multiple community-based organizations, will extra credit scoring be different if all organizations are at one project location compared to having one or more organizations at every project location?**

Answer: Yes, extra credit points would be allocated differently if the project proposed that multiple CBOs are at one project location, versus having single CBOs located at multiple geographically different project sites.

**Other Questions:**

**83. What is the statutory deadline by which ARB must expend these funds?**

Answer: The statutory deadline for the funds used in this solicitation states that all funds will be expended by June 30, 2021, however, for the Zero- and Near Zero-Emission Freight Facilities project, all work needs to be completed by April 15, 2021.

**84. Understanding that the Senate Bill (SB) 132 funds (\$50M) is a one-time appropriation, is it staff's expectation that the additional funds outlined in this solicitation from Assembly Bill (AB) 134 will be available in future grant rounds?**

Answer: Since both SB 132 and AB 134 are one time appropriations, CARB does not anticipate future appropriations for this specific project.



However, if additional funds become available CARB retains the right in its sole discretion to award funds to unfunded projects without the reissuance of a solicitation.

**85. Will an attendees list for the Applicant Teleconference be made available?**

Answer: No, an attendees' list for the Applicant Teleconference will not be made available since attendees are not required to sign up for the applicant teleconference or state their name or affiliation when asking a question either before or during the Applicant Teleconference.

**86. Can greenhouse gas emissions from a proposed project also be claimed in local climate action plans?**

Answer: Yes, greenhouse emissions from a proposed project can be claimed in local climate action plans if those emission reductions are not also being used to satisfy a state requirement for emission reductions.

**87. Will CARB make claim of ownership for vehicles, equipment and freight facility improvements or recharging or refueling infrastructure funded under this solicitation?**

Answer: CARB will not make a claim of ownership for any vehicle, piece of equipment, freight facility improvement or refueling or recharging infrastructure that is deployed as part of a proposed project. However, all information and data generated under the Grant Agreement is the property of CARB.