

**Questions and Answers for the Fiscal Year 2017-18
Financing Assistance for Lower-Income Consumers Pilot Project Solicitation
Applicant Teleconference**

November 14, 2018

Introduction:

On November 14, 2018, California Air Resources Board (CARB or Board) staff held an Applicant Teleconference to answer questions regarding the Fiscal Year (FY) 2017-18 Statewide Administrator for the Financing Assistance for Lower-Income Consumers Pilot Project Solicitation (Solicitation). The Financing Assistance for Lower-Income Consumers Pilot Project was approved by the Board in the FY 2017-18 Funding Plan for Clean Transportation Incentives. This solicitation is open to federal, state or local government entities or agencies, and California nonprofit organizations with expertise in building key partnerships, coordinated outreach and education in disadvantaged communities, and general knowledge of CARB's Low Carbon Transportation Equity Projects.

The questions answered in this document include both questions received via email before the teleconference and questions asked during the teleconference. Staff encourages applicants to read this document as CARB has provided more written detail than what was discussed at the teleconference. The following written responses take precedence over verbal responses provided at the teleconference.

Clarification Note #1: During the applicant teleconference, CARB staff mistakenly stated that this Solicitation should have included a 5 percent cap on administrative costs and indirect costs, and indicated that applicants would need to consider this cap when developing their budgets. **This is not accurate** and we apologize for the miscommunication. Please look at Appendix A: Application, Attachment 2 (page 4-5); Appendix B: Sample Grant Agreement, Section J(1) (page 17), and the Solicitation, Section XIV(B) (page 17) when developing your budget.

Clarification Note #2: The table on page 13 of the Solicitation that shows the 2018 Federal Poverty Guidelines shows 300 percent FPL rather than 400 percent FPL in the right hand column. The guideline for a consumer to qualify as "lower-income" to utilize this program is 400 percent FPL. This error should not impact the way an applicant would develop their application for this solicitation. The Federal Poverty Guidelines are available at <https://aspe.hhs.gov/poverty-guidelines>. **The correct table is shown on the following page.**

Persons in Family Household	Poverty Guideline	400% of Federal Poverty Level (FPL)_
For families/households with more than 8 persons, add \$4,320 for each additional person.		
1	\$12,140	\$48,560
2	\$16,460	\$65,840
3	\$20,780	\$83,120
4	\$25,100	\$100,400
5	\$29,420	\$117,680
6	\$33,740	\$134,960
7	\$38,060	\$152,240
8	\$42,380	\$169,520

Highlights from this Solicitation:

- Coordination:
 - The grantee chosen to administer this statewide pilot project is required to work with the One-Stop-Shop Pilot Project and other Low Carbon Transportation Equity Projects, as stated in the Solicitation, Section IX(C) (page 6-7) and Appendix B: Sample Grant Agreement, Section H (page 8).
- Community-based outreach:
 - Understanding and being able to collaborate with community-based organizations that are representative of disadvantaged and low-income communities is critical to the success of the program.
 - A key requirement of this solicitation is to develop an outreach plan that contains a strategy to support organizations and groups that are representative of disadvantaged and low-income communities. These groups, tribes, and organizations should be connected to a network of similar organizations, culturally-relevant institutions, community service providers, local air districts, utility groups, or community colleges. This will make it easier to provide education, technical assistance, ride and drive opportunities, etc. Please refer to the Solicitation, Section IX(D) (page 7-8) and Appendix A: Application, Attachment 4 (page 8).
- Advance Pay:
 - In the Fiscal Year 2016-17 Solicitation for a statewide administrator for the Financing Assistance Pilot Project, fund disbursements were on a reimbursement basis. Consistent with the Legislature's direction to expeditiously disburse grants, for FY 2017-18 CARB may provide advance payments of grant awards to support project initiation and implementation with a focus on mitigating the constraints of modest reserves and potential cash flow problems. Recognizing that appropriate safeguards are needed to ensure grant monies are used responsibly, CARB has developed grant conditions to establish control procedures for advance payments, as stated in Appendix B: Sample Grant Agreement, Section J. Fiscal Administration (page 18-19).

Questions 1 through 5 were submitted in writing via email; therefore, quotation marks are used with those questions.

1) Question:

“What definition of “low-income” is CARB using?”

Answer:

CARB uses several different definitions of low-income across its various programs. For the purposes of this Solicitation and Project, to qualify as “lower-income” means having a household income less than or equal to 400 percent of the Federal Poverty Level (FPL). The FPL guidelines (U.S. Department of Health and Human Services, Office of Assistant Secretary for Planning and Evaluation: <https://aspe.hhs.gov/poverty-guidelines>) on income thresholds are updated annually and vary by household size. The grantee is responsible for ensuring consumers meet all applicable Financing Assistance Pilot Program requirements as stated in the Solicitation, Section IX(F) (page 8-9). Using a percentage of FPL as a definition for low-income aligns with the Enhanced Fleet Modernization Program Plus Up/Clean Cars 4 All (which uses 400 percent FPL), and the Clean Vehicle Rebate Program for Low- to Moderate Income Consumers (which uses 300 percent FPL).

2) Question:

“If an applicant lives in an area that qualifies as “low income”, but is not within the 25th percentile of CalEnviroScreen, will they still be eligible to apply?”

Answer:

Yes, as long as all applicable Financing Assistance Pilot Program requirements are met. Residing in a disadvantaged community as defined by CalEnviroScreen 3.0 is not a requirement for a consumer to be eligible for this program. Refer to the Solicitation, Section IX(F) (page 8) for consumer requirements.

3) Question:

“What is the total amount of funding that CARB will award to any one recipient?”

Answer:

The available funding for this Project is \$18 million. One applicant will be selected from this competitive solicitation and awarded a grant of up to \$18 million.

4) Question:

“Will applicants be required to contribute any match funds?”

Answer:

As stated in the Solicitation, Section III (page 3), there is no minimum match funding requirement. However, voluntary match or in-kind funding will be considered in scoring the application. Funding from other public or private sources may be combined with CARB funds and must be identified in a project budget. Additionally, see the Solicitation, Section XIV(B) (page 17) for an explanation of match and in-kind funding.

5) Question:

“Will CARB be distributing numerous funding awards in the spirit of having localized assistance across various regions in CA, or just a single award to one entity who will serve as an administrator for the whole State?”

Answer:

This solicitation is for one statewide administrator for the Financing Assistance Pilot Project. One applicant will be selected from this solicitation and awarded the grant. The selected grantee must administer the Project across the entire state. The grantee may enter into partnerships or sub-contractor relationships with other entities if it is necessary to complete the grant scope of work, but they will all fall under the single administrator. As an example, the statewide administrator could partner with community-based organizations or local offices in outreach efforts, in order to work more directly with the communities the program serves. See Appendix A: Application, Attachment 1 (page 3).

6) Question:

Who are previous awardees for CARB's other transportation equity projects?

Answer:

As stated in the Solicitation, Section IX(C) (page 6-7), the statewide administrator will be required to coordinate with the administrators of CARB's other low-carbon transportation equity projects and the One-Stop-Shop Pilot Project. The low-carbon transportation equity projects include the Enhanced Fleet Modernization Program (EFMP Plus Up/Clean Cars 4 All), Clean Vehicle Rebate Project for Low-to-Moderate Income Consumers (CVRP), the Financing Assistance Program for Lower-Income Consumers, and Clean Mobility Options Projects for Disadvantaged Communities.

Previous awardees include:

- One-Stop-Shop
 - GRID Alternatives
- EFMP Plus Up/Clean Cars 4 All:
 - [San Joaquin Valley Air Pollution Control District](#)
 - [South Coast Air Quality Management District](#)

- Bay Area Air Quality Management District (project not launched yet)
- Sacramento Metropolitan Air Quality Management District (project not launched yet)
- Financing Assistance for Lower-Income Consumers Pilot Project
 - [Beneficial State Foundation](#) (statewide administrator)
 - [Community Housing Development Corporation](#) (regional administrator)
- Clean Vehicle Rebate Project
 - [Center for Sustainable Energy](#)
- Clean Mobility Options
 - [Sacramento Metropolitan Air Quality Management District](#)
 - [City of Los Angeles](#)
 - [Community Bridges](#)
 - Metropolitan Transportation Commission
 - San Joaquin Valley Air Pollution Control District
 - California Vanpool Authority (CalVans)

7) Question:

Is there a partnership list available or opportunities to join a partnership or interest list?

Answer:

CARB has established a voluntary partnership list. If you would like to be added to this list, please send an email to Kathryn.Canepa@arb.ca.gov. CARB will resend the partnership list to those on the list.

8) Question:

Out of the \$18 million, is there a set amount for expansion? Are the funds given all at once as a total, or are they portioned out?

Answer:

For this fiscal year (FY 2017-18), \$18 million is available. If the project is successful, there is an option for the selected administrator to be awarded a new grant agreement with funds from FY 2018-19 and FY 2019-20 under the same terms and conditions, as stated in the Solicitation, Section V (page 3). However, there is no guarantee that these funds will be awarded. Funds are not disbursed up front for any fiscal year. For FY 2017-18, the \$18 million will be portioned out. As stated in Appendix A: Application, Attachment 2 (page 4), applicants must submit a budget with their Grant Application that is consistent with the Sample Grant Agreement, the Project Implementation Plan, and the requirements of the solicitation. Once a grantee has been selected and the Grant Agreement has been executed, funds may be disbursed on a reimbursement basis or with advance pay depending on the needs of the project. The disbursement schedule

for the funds will be determined based on the needs of the project and the proposed budget included in the application. Refer to Appendix B: Sample Grant Agreement, Section J. Fiscal Administration (page 18-19).