



# ***2017 Local Government Partnership Program***

## **Frequently Asked Questions**

### **General**

**1) How much funding is allocated for my agency?**

A: Please see attached list.

**2) Q: Can matching amount (from AB2766) exceed the funding level eligible for MSRC funding? For example, MSRC will allow 75% of Electric Vehicle Supply Equipment (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.

**3) 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, but should include the basic project category(ies) and the associated dollar amount(s). 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.

**4) 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.

**5) 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.

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

A: Yes.

**7) 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?**

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, A PDF version is available on the MSRC website. For the full PowerPoint version, please email Cynthia Ravenstein at [Cynthia@cleantransportationfunding.org](mailto:Cynthia@cleantransportationfunding.org).

**8) Q: I understand that the deadline to submit an application is now August 2, 2018. Will we have to wait until after that date to learn if our application was successful?**

A: Not necessarily. Because the Local Government Partnership Program is not competitive, applications are evaluated as they are received. Depending upon the date of submittal and the completeness of the application, it may be considered earlier.

**9) Q: Is there a required format for the application?**

A: No, there is no required format. In response to numerous requests, a sample application has been adapted from a previous application. However, anything which addresses the requirements set forth in the PON will suffice. The sample application may be found on the MSRC website under Request for Proposal.

**10) Q: We previously applied for a portion of the funding reserved for our City. Can we submit an additional application for the remainder?**

A: Yes. Please note, however, that you cannot request additional funding for the same project originally proposed, such as for higher-than-anticipated costs. But it may be possible to expand the scope of a previously proposed project.

**11) 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 information, based on other data which the City should be able to collect and provide.

**12) Q: Do we need to have attended or viewed the October 2017 webcast?**

A: No

**13) I registered on the MSRC's [www.CleanTransportationFunding.org](http://www.CleanTransportationFunding.org) website, but I am not able to upload a proposal.**

A: Most likely, you did not select the "Contractor" role when you registered. Please contact Cynthia Ravenstein at [Cynthia@CleanTransportationFunding.org](mailto:Cynthia@CleanTransportationFunding.org) to add this role, or for other website issues.

## **Electric Vehicle Charging**

**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: Can EVSE 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.

**3) 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.

**4) 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.

**5) 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.

**6) 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: Yes, this is possible. The City would need to take responsibility for entering into a contract with SCAQMD, on behalf of MSRC, and passing the contract requirements on to the private entity. If the requirements were not met, the City would be liable.

**7) 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.

**8) 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), and the design costs were only part of a project which included the EVSE's installation and operation.

**9) Q: Eligibility requires 24-hour access to EVSE in order to qualify for the 75% match level. 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.

## **Vehicles**

**1) Q: Are pilot/demo vehicles ok? That is, can we use funds to partner with an Original Equipment Manufacturer 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.

**2) 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.

**3) Q: Most light-duty zero-emission vehicle leases seem to be for a maximum of three years. Can a City receive funding for a three-year lease? Would reimbursement be drawn out over the term of the lease?**

A: Yes, for light-duty vehicles a three-year lease is acceptable. All medium- and heavy-duty vehicles must be retained and operated for a minimum of five years. Reimbursement will be made upon vehicle acceptance and entry into service.

**4) Q: Can you help us locate eligible vehicles?**

A: If a City is unsure whether a zero- or near-zero emission vehicle is available for a given vocation, MSRC staff may be able to provide some suggestions. We do not provide a list of eligible vehicles or dealerships which offer them.

## **Other Funding Categories**

- 1) 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.

- 2) 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.

- 3) Q: Would the purchase of bike racks qualify for Bicycle Active Transportation Projects?**

A: Yes.

- 4) 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.



<b>City/County</b>	<b>MSRC Match (\$50K min, \$3M max)</b>
Agoura Hills	\$ 50,000
Alhambra	\$ 111,980
Arcadia	\$ 74,650
Artesia	\$ 50,000
Azusa	\$ 64,290
Baldwin Park	\$ 98,740
Bell	\$ 50,000
Bellflower	\$ 100,460
Bell Gardens	\$ 55,790
Beverly Hills	\$ 50,000
Burbank	\$ 137,310
Calabasas	\$ 50,000
Carson	\$ 121,630
Cerritos	\$ 64,620
Claremont	\$ 50,000
Commerce	\$ 50,000
Compton	\$ 129,760
Covina	\$ 63,800
Cudahy	\$ 50,000
Culver City	\$ 52,130
Diamond Bar	\$ 73,930
Downey	\$ 148,260
Duarte	\$ 50,000
El Monte	\$ 149,340
El Segundo	\$ 50,000
Gardena	\$ 78,770
Glendale	\$ 260,500
Glendora	\$ 67,460
Hawaiian Gardens	\$ 50,000
Hawthorne	\$ 114,180
Hermosa Beach	\$ 50,000
Hidden Hills	\$ 50,000
Huntington Park	\$ 77,360
Inglewood	\$ 148,720
Irwindale	\$ 50,000
La Canada Flintridge	\$ 50,000
La Habra Heights	\$ 50,000
Lakewood	\$ 104,150
La Mirada	\$ 64,460
La Puente	\$ 52,800
La Verne	\$ 50,000
Lawndale	\$ 50,000
Lomita	\$ 50,000
Long Beach	\$ 622,220
Los Angeles	\$ 3,000,000

Lynwood	\$	93,500
Malibu	\$	50,000
Manhattan Beach	\$	50,000
Maywood	\$	50,000
Monrovia	\$	50,000
Montebello	\$	83,230
Monterey Park	\$	80,240
Norwalk	\$	138,160
Palos Verdes Estates	\$	50,000
Paramount	\$	72,580
Pasadena	\$	183,670
Pico Rivera	\$	83,500
Pomona	\$	200,140
Rancho Palos Verdes	\$	55,630
Redondo Beach	\$	89,400
Rolling Hills Estates	\$	50,000
Rosemead	\$	71,660
San Dimas	\$	50,000
San Fernando	\$	50,000
San Gabriel	\$	52,620
San Marino	\$	50,000
Santa Clarita	\$	281,180
Santa Fe Springs	\$	50,000
Santa Monica	\$	121,500
Sierra Madre	\$	50,000
Signal Hill	\$	50,000
South El Monte	\$	50,000
South Gate	\$	127,400
South Pasadena	\$	50,000
Temple City	\$	50,000
Torrance	\$	192,190
Walnut	\$	50,000
West Covina	\$	140,600
West Hollywood	\$	50,000
Westlake Village	\$	50,000
Whittier	\$	113,910
Los Angeles Co.	\$	1,367,610
<b>Sub-Total LA County</b>	<b>\$</b>	<b>11,436,030</b>
Aliso Viejo	\$	65,460
Anaheim	\$	461,060
Brea	\$	56,570
Buena Park	\$	107,960
Costa Mesa	\$	148,210
Cypress	\$	64,290
Dana Point	\$	50,000
Fountain Valley	\$	73,940

Fullerton	\$	184,250
Garden Grove	\$	228,790
Huntington Beach	\$	255,950
Irvine	\$	330,490
Laguna Beach	\$	50,000
Laguna Hills	\$	50,000
Laguna Niguel	\$	85,100
Laguna Woods	\$	50,000
La Habra	\$	80,700
Lake Forest	\$	106,480
La Palma	\$	50,000
Los Alamitos	\$	50,000
Mission Viejo	\$	125,690
Newport Beach	\$	111,580
Orange	\$	182,960
Placentia	\$	68,060
Rancho Santa Margarita	\$	63,490
San Clemente	\$	85,550
San Juan Capistrano	\$	50,000
Santa Ana	\$	440,630
Seal Beach	\$	50,000
Stanton	\$	51,320
Tustin	\$	105,420
Villa Park	\$	50,000
Westminster	\$	120,970
Yorba Linda	\$	87,990
Orange Co.	\$	162,100
<b>Sub-total OC</b>	<b>\$</b>	<b>4,305,010</b>
Banning	\$	50,000
Beaumont	\$	56,870
Calimesa	\$	50,000
Canyon Lake	\$	50,000
Cathedral City	\$	69,620
Coachella	\$	58,020
Corona	\$	211,100
Desert Hot Springs	\$	50,000
Eastvale	\$	80,400
Hemet	\$	105,580
Indian Wells	\$	50,000
Indio	\$	111,860
Jurupa Valley	\$	128,120
Lake Elsinore	\$	77,560
La Quinta	\$	51,780
Menifee	\$	113,250
Moreno Valley	\$	263,810
Murrieta	\$	143,520

Norco	\$	50,000
Palm Desert	\$	65,310
Palm Springs	\$	60,630
Perris	\$	95,290
Rancho Mirage	\$	50,000
Riverside	\$	417,110
San Jacinto	\$	60,760
Temecula	\$	141,700
Wildomar	\$	50,000
Riverside Co.	\$	476,770
<b>Sub-total Riverside Co.</b>	<b>\$</b>	<b>3,189,060</b>
Big Bear Lake	\$	50,000
Chino	\$	110,720
Chino Hills	\$	101,670
Colton	\$	69,380
Fontana	\$	269,090
Grand Terrace	\$	50,000
Highland	\$	70,210
Loma Linda	\$	50,000
Montclair	\$	50,140
Ontario	\$	220,100
Rancho Cucamonga	\$	227,040
Redlands	\$	90,260
Rialto	\$	135,980
San Bernardino	\$	279,100
Upland	\$	98,520
Yucaipa	\$	69,350
San Bernardino Co	\$	308,990
<b>Sub-total SB County</b>	<b>\$</b>	<b>2,250,550</b>
<b>Total FY 2016-17</b>	<b>\$</b>	<b>21,180,650</b>