

Clean Vehicle Rebate Project Applicant Workshop

On August 9, 2011, the California Air Resources Board (ARB) held a Clean Vehicle Rebate Project (CVRP) Applicant Workshop to answer questions regarding the Fiscal Year (FY) 2011-12 CVRP Grant Proposal Solicitation (solicitation). This document provides ARB responses to stakeholder questions at the workshop and received via e-mail before 5 p.m. on August 8, 2011.

Q: What are the differences between in-kind services and match funding? As stated on page 21 of the draft implementation manual, match funding is reserved for “funding additional vehicles or increasing the vehicle rebate amount.” In the grant proposal solicitation, page 7 refers to an applicant providing match funding or reducing allowable CVRP administrative costs in order to fund more eligible vehicles. Could an organization commit monetary resources toward marketing and outreach as match funding? Or would this be categorized as in-kind services?

A: This would be a form of in-kind services; “match funding” is either money committed by the Grantee to specifically fund CVRP rebates (i.e., extending the funding to cover more vehicles or increasing the rebate amount per vehicle), or taking less than the allowable seven percent administration cost which would result in more funding for rebates. The term “in-kind services” means payments or contributions made in the form of goods and services which would improve project efficiency and effectiveness, but not necessarily result in more funding for vehicle rebates. If the applicant’s proposal commits CVRP match funding by an entity other than the applicant, the commitment must be documented as secured (e.g., adopted resolution by an air district governing board) in order for points to be given during application scoring.

Q: Can an organization use funding from the recent Department of Energy Funding Opportunity (DE-FOA-0000451) for regional electric vehicle readiness plans as in-kind services or match funding?

A: No. Match funding and in-kind services does not include public or private resources committed as part of another project outside of CVRP (even those of similar scope or vehicle technologies). However, the applicant is encouraged to describe how these resource commitments enhance its project effectiveness and budget efficiency in the Project Implementation Plan (see Appendix A, Attachment 3).

Q: Is it appropriate in the project implementation plan section to provide a summary of what has occurred to date and recommendations for the future? For example, CCSE developed and implemented the CVRP webpage when awarded the administration of the CVRP in 2010, in this case could the applicant address what has already been done and what they plan to accomplish in the future?

A: Yes. It is appropriate for an applicant with prior CVRP experience to describe that experience, including how it affects the applicant’s qualifications, ability to effectively implement the project, use the budget efficiently, and describe project improvements.

Q: How long has the CVRP been implemented?

A: This is the third year of the CVRP under the Air Quality Improvement Program (AQIP) authorized through the *California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007* (AB 118, Statutes of 2007, Chapter 750).

Q: Why is ARB soliciting a Grantee for this project?

A: CVRP is one of several AQIP incentive projects under ARB's direction. With limited staff resources, ARB is unable to provide the level of effort required for day-to-day implementation of the CVRP. In order for rebates to be processed and disbursed in a timely manner, ARB selects a qualified entity to administer the project. Statute requires that funding be awarded annually in the form of competitive grants.

Q: Who was the previous Grantee and what was the volume of rebates issued?

A: The California Center for Sustainable Energy (CCSE) was the Grantee and approximately 1,300 rebates were issued using Fiscal Year 2010-11 funds.

Q: Where is the ARB website for clean cars?

A: www.DriveClean.ca.gov is ARB's online resource for car buyers to find clean technology vehicles.

Q: How does CVRP coordinate with Drive Clean?

A: ARB staff coordination occurs internally, and CVRP is one of the consumer incentives listed on Drive Clean. Active web links are present on the CVRP and Drive Clean sites linking to each other. Drive Clean is much broader in scope than CVRP and covers many different technologies and fuel types (e.g., hybrid electric, battery electric, compressed natural gas, ethanol, gasoline, diesel, etc.), whereas CVRP focuses only on zero-emission and plug-in hybrid vehicles that have met ARB's criteria for rebate eligibility.

Q: Is there a specific technology platform required for the CVRP website?

A: No, ARB does not specify a specific platform. Minimum requirements for website content and functionality are listed in the solicitation's Scope of Work, and in Section 3.2 of Appendix B (*Draft Implementation Manual for the FY 2011-12 Clean Vehicle Rebate Project*). Key website features include the ability to track total CVRP funds (both available and expended) in real time and the ability for consumers to download and submit online rebate applications. As described in Appendix B, Section 4.4, any webpage(s), software or other intellectual property developed or purchased by the Grantee for the purpose of administering or implementing the CVRP are the property of ARB.

Q: When must the draft implementation manual be completed, this could affect pricing if there are major differences from the draft?

A: Finalizing the CVRP Implementation Manual in consultation with ARB is one of the first duties of the Grantee after the Grant Agreement is signed. ARB does not anticipate any major changes between the draft and final version that would substantially affect the Grantee's level of effort and pricing under the scope of work identified in the solicitation.

Q: What happens if all the CVRP funds are not expended? Would that hold up the last 10 percent of administration funding?

A: ARB expects the project funding to be expended within 12 to 14 months following the project launch based on last year's CVRP disbursement data and clean vehicle demand projections for FY 2011-12. In the unlikely event the funds are not fully expended, provisions concerning time period for Grantee performance and terms for payment are outlined in Appendix C, Section 2 (*Sample Grant Agreement Fiscal Year 2011-12*). These provisions include a requirement that funds must be disbursed to the Grantee no later than June 30, 2014, and that the ARB Executive Officer retains authority to terminate or reduce the dollar amount of the grant if by January 1, 2014, 60 percent of project funding has not been expended by the Grantee.