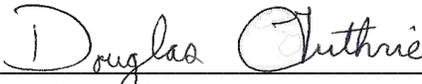


RESOLUTION AUTHORIZING THE PRESIDENT AND CEO, OR DESIGNEE, TO ACCEPT THE CLEAN MOBILITY OPTIONS PILOT PROGRAM¹ AWARDED BY CALIFORNIA CLIMATE INVESTMENTS IN THE AMOUNT OF \$1 MILLION TO BE USED TOWARDS AN ELECTRIC VEHICLE LENDING LIBRARY SERVING HACLA SECTION 8 CLIENTS ENROLLED IN THE FAMILY SELF-SUFFICIENCY PROGRAM, AND EXECUTE AGREEMENTS AND DOCUMENTS REQUIRED TO INITIATE WORK UNDER THE AWARD



 Douglas Guthrie
 President & Chief Executive Officer



 Jenny Scanlin
 Chief Strategic Development Officer

Purpose: On April 23, 2021, HACLA received notice of an award of \$1 million from California Climate Investments for its application to the Clean Mobility Options Pilot Program (“CMO”). In order to receive the grant funds, HACLA must enter into a grant contract and all necessary supplemental documents, certifications, and verifications including, but not limited to, required Clean Mobility Options forms and agreements with implementing partners on roles and responsibilities for CMO grant implementation.

The CMO Grant term is a total of five years and will cover up to three years of project costs after the voucher agreement is signed, which includes one year of planning and construction and two years of operations.

For this proposal, we will install additional charging infrastructure and incorporate an ambassador-driven engagement model (via S8 Family Self-Sufficiency (FSS) program “promotor” position) and utilize a concierge-style platform to administer this car share program.

Issues:

Background The Clean Mobility Options Pilot Program provides funding and capacity-building in support of small-scale clean mobility projects, such as electric car sharing, bike sharing, vanpooling, and other clean mobility options, as well as community transportation needs assessment projects in disadvantaged communities and eligible low-income and tribal communities. Funds can be used to purchase or lease new or used clean mobility options along with associated equipment, infrastructure, and operating costs to implement clean mobility services.

¹ The program’s formal name is the Clean Mobility Options Voucher Pilot Program, but has been abbreviated to avoid confusion with other HACLA voucher programs.

The overarching goal of this program is to reduce greenhouse gas emissions (GHG), achieve pollutant emission reductions and other co-benefits through the introduction of advanced clean mobility options into the State’s most disadvantaged communities. Consistent with the SB 350 recommendations, this program aims to address the barriers and assess specific transportation needs of the target communities to be served.

Partners

For this grant opportunity, **HACLA is the lead entity**. We will be responsible for the operations and partner coordination (including billing/reporting requirements) and general administration of all the deliverables outlined throughout our “Charging Forward: HACLA’s EV Lending Library for Economic Equity” proposal. In addition, our 2600 Wilshire property will be the vehicle hub and we will coordinate participant access to the charging infrastructure, engaging our internal program staff to support, outreach, educate and engage with the Section 8 clients who will be participating in the program for access to the vehicles, as well as support the referrals and tools to help them meet their education and employment goals.

HACLA’s primary responsibilities will include:

- *Billing/Reporting & General Grant Administration*
- *Community Engagement/Outreach*
- *Concierge Program Support*

Expert Partner: Green Commuter. Green Commuter is an all-electric vanpooling, car share, and fleet replacement company that provides clean transportation options to commuters, especially those in disadvantaged areas. Founded in June 2014, the company is a California Benefit Corporation, certified by B Lab. In 2017, Green Commuter initiated the nation’s first all-electric vanpool service using the Tesla Model X. Green Commuter’s vanpool service has been approved by multiple transit agencies throughout Southern and Central California, including agreements with Los Angeles County Metropolitan Transportation Authority, Victor Valley Transit Authority, San Diego Association of Governments (SANDAG), and San Luis Obispo Council of Governments (SLOCOG). The company has offices in Los Angeles and Arcadia, with a program and operations team of 10 employees.

The car share lending library will be operated by Green Commuter. Their primary activities will include:

- *Coordination of Charging Infrastructure Installation & Ongoing Maintenance*
- *Procurement & Maintenance of EV lending fleet*
- *EV Car Share Program & Concierge Administration*
- *Data Collection & Supportive Reporting*

Green Commuter will be leveraging their existing EV supportive infrastructure and experience in building out and managing car sharing programs with expert software as well as providing in house expertise via four staff positions (of which two will be new hires) for a total in-kind investment of \$150,900.

Expert Partner: University of California Los Angeles (UCLA) Lewis Center. UCLA will be primarily responsible for the evaluation of the vehicle lending library. Project partners, HACLA and Green Commuter, will assist UCLA in research administration as necessary.

UCLA's role includes three components:

- *Research design*
- *Data collection*
- *Data analysis.*

Before the start of the program, UCLA will design and finalize the program evaluation. The research plan includes three separate data collection components: pre-enrollment surveys, on-going quarterly use surveys, and interviews. The research design task will consist of designing the instruments and working with project partners to develop appropriate administration plans. The various research instruments will incorporate all the necessary data collection requirements outlined in the implementation manual. We will also incorporate approaches from other regional and federal program evaluations such as the "Moving to Opportunity" program into the data collection instruments.

UCLA leverage for this engagement will come from the in-kind donation of hours for their Principal Investigator and intellectual capacity of a faculty lead which has an in-kind value of \$116,000.

EV Charging Service Provider (for EV infrastructure installation and potential revenue sharing): EV Charging Solutions. While not an active written partner as it relates to grant administration, EV Charging Solutions will play a critical role in ensuring our charging infrastructure and equipment are fully operational for the full duration of the grant period and provide the requisite data connectivity to manage administrative efforts as follows:

- *Purchase, Installation, Connection & Operation of Charging Equipment*
- *Site Preparation, Including Power Upgrades & Required Retrofits*
- *Operation & Ongoing Maintenance of Charging Equipment as well as Mobile Monitoring Software*

The services provided by EV Charging solutions includes the cost of delivery, site preparation, installation and set-up of equipment at the project site in exchange for rights to claim environmental credits related to the equipment installed and the existing charging infrastructure owned/operated by HACLA. At the end of the grant term, the charging equipment installed specifically related to the CMO grant will be granted to HACLA and remain on HACLA property, absent any further extension of the agreement. The estimated value of the chargers to be installed is \$200,000. Potential revenue sharing between entities is still being evaluated and is unknown at this time.

Overview

HACLA submitted its application on October 20, 2020 and was the ninth proposal in line for eligibility review. The proposal, “Charging Forward: HACLA’s EV Lending Library for Economic Equity,” is piloting a Vehicle Lending Library program to provide access to electric vehicles for Family Self-Sufficiency (FSS) clients. Due to the size of the grant and program design, the proposal pitches focusing on FSS clients in mid-City or central Los Angeles area (see Attachment A, Service Map) since the vehicles will be located at HACLA’s central office and the lending library model allows for longer usage period, thereby reducing the number of clients that can realistically be served. Vehicle “check out” will be provided based on a lottery of clients who meet the program preference criteria and live in the geographic area. FSS clients will have access to the vehicle for a specified time period at a low cost, allowing clients to save money, establish a history of punctuality and attendance with employers/educators, and relieve the daily stressor of uncertain transportation.

Priority access for “check out” will be given in the following order of need (based on feedback from our engagement process):

1. Job Seekers & Newly Employed
2. Active College/University Students
3. Those with small children who do not have a car/reliable transportation

The Vehicle Lending Library will include a concierge service available to help with account registration, familiarize users with EVs and charging, manage waitlists, and assist those who have completed their rental periods with access to affordable electric vehicles through information on current voucher and rebate programs. A total of 5 new chargers (including one DC Fast charger) will be installed at 2600 Wilshire to service a fleet of thirteen (13) 2017 or newer Nissan Leafs that will be procured for the program and be made available for participant access. There will be an App to register users in advance of their check-out appointment, run Motor Vehicle Record reports on users, record car data, and unlock and start the vehicles.

Charging will be provided for free with the “rental” as Green Commuter includes a network charge card with each car. The vehicles must be picked up and dropped off at the same location but, as with any rental program, the user has full control over their route. The client may use the vehicle for any personal use if they so desire including shorter trips around town such as those to the grocery store, health care appointments, and other local amenities. Rentals will be restricted to a specified mileage, much like a lease program, and will not be allowed for use as transportation network companies (TNC) and must stay within the tri-county area.

Vehicles can be rented for as little as two (2) days or as long as three (3) months. The partners anticipate periodic changes to rental duration, priority access, and price structure, based on participant feedback, usage, and the success of the program in assisting FSS clients to meet their priority goals. The project will not only contribute to

off-setting of carbon emissions, but provide reliable and cost effective electrified transportation for our clients.

At the end of the five-year program, the cars will technically belong to Green Commuter but they plan to offer the fleet of vehicles for sale at or below cost via lottery for FSS users. The charging infrastructure will remain on site via the site hosting agreement. The estimated value of such an ongoing arrangement is not yet known. (See Funding section below for more detail.)

HACLA

Obligations

HACLA will be providing in-kind leverage services in the form of Strategic Initiatives, staff time to administer the program, secure building access and no cost vehicle recharging, provide protective garaging for vehicles when not in use, and anticipated printing/mailing needed for ongoing outreach and client engagement efforts for a total cost to HACLA not-to-exceed \$29,008 (if our proposed revenue-sharing opportunity as outlined further below under the Funding section does not cover all HACLA commitments.)

Vision Plan: **PEOPLE Strategy #7: Enhance resident access to education opportunities, workforce readiness training, and skills development. PEOPLE Strategy #8: Increase affordable transportation options**

The CMO grant will provide HACLA and its partners the opportunity to support client employment and education goals through reliable, environmentally friendly transportation.

PLACE Strategy #7: Improve sustainability and reduce HACLA's carbon footprint.

HACLA plans to demonstrate its ongoing commitment to environmental sustainability through increased electric charging infrastructure and car sharing opportunities.

Funding: The Clean Mobility Options Pilot Program provides \$1,000,000 in funding for this project for a five-year grant term. Funding will cover the first three years of project costs after the voucher agreement is signed, including one year of planning and construction and two years of operations. HACLA commits to operating the project for two years after the voucher funding term ends to ensure that the project is sustainable over time. To ensure the project is fully funded, we will be looking at options for revenue off-sets and at most would have to gap fund \$14,504 a year for two years. Should this pathway be the only option forward, our Strategic Initiatives staff will research and where possible pursue additional grant opportunities to offset, and if possible fully eliminate, use of HACLA funds for this leveraged commitment.

Budget and Program Impact: The \$1 million award will be split between HACLA, Green Commuter, and UCLA and 100% of the total funds received will go directly into the

physical elements of the Vehicle Lending Library provided to our eligible FSS clients as part of grant deliverables for the duration of the term.

A majority of the budget for this funding (89% or \$891,860) will cover the purchase/installation of new charging infrastructure, procurement for the thirteen (13) electric vehicles, oversight for ongoing vehicle maintenance operations, and administration of the concierge program (including hiring two positions by Green Commuter to oversee the process, of which, one will be a new internship opportunity with preference for a Section 8 FSS client to be employed as a program ambassador/concierge.)

UCLA will receive \$50,000 of the total budget for supportive data collection and program evaluation.

The remaining \$58,140 will cover HACLA's costs as lead grant administrator which includes projected hours for two existing staff positions (\$24,730 for Grant Administrator; \$15,000 for Finance Processing); supportive funding for building access/security support (\$15,077); and overhead for printing/mailing that supports ongoing client engagement and education (\$3,333). HACLA's total in-kind obligation includes Strategic Initiatives staff time estimated at a value of \$21,000 that will be covered through our existing operating budget.

The benefit to HACLA in committing time and resources to this opportunity is the ability to directly increase EV charging infrastructure in Los Angeles and our headquarters building and to drive progress toward our PEOPLE goals that increase options for affordable transportation and thus remove a key barrier to employment and education for our clientele.

While as yet unknown, our site host agreement and revenue share agreement via the registration of our existing and new charging equipment for carbon credits could establish an additional revenue stream that covers the potential \$29,008 gap in funding and increases the value of our headquarters property.

Environmental

Review: The installation of additional charging infrastructure will undergo the appropriate permitting process, including any required environmental review with the City of Los Angeles in accordance with the respective State and Federal regulations.

Section 3: HACLA and our project partner Green Commuter are committed to the application of Section 3 for job opportunities afforded by the CMO grant funding. Green Commuter committed to recruit a client from Section 8, with a preference for the FSS Program clients, in an internship capacity to act as a program ambassador and point person for our EV lending administration.

Attachments:

1. Appendix C (of Implementation Guidelines) – CMO Sample Agreement
2. Project Area Map
3. Resolution

APPENDIX C
Mobility Project Sample Voucher Agreement

MOBILITY PROJECT SAMPLE VOUCHER AGREEMENT

VOUCHER NUMBER: _____

DATE OF EXECUTION: _____

TOTAL VOUCHER AMOUNT NOT TO EXCEED: \$ _____

VOUCHER AGREEMENT TERM: FROM _____ TO _____

VOUCHER FUNDING TERM: FROM _____ TO _____

A. Project Information:

Project Lead Primary Contact Name:		
Project Name:		
Organization Name:	Parent Organization:	
Organization Type: <input type="checkbox"/> Public Agency <input type="checkbox"/> Tribal Authority <input type="checkbox"/> Nonprofit organization (must complete Section B)		
Mailing address:		
City:	State:	Zip Code:
Phone:	Fax:	
Primary E-mail:		
Project Summary:		
List of Approved Costs (Itemized by category if more than one category): Vehicles: Infrastructure: Others (such as Planning, Outreach and Marketing, Operation & Maintenance, Voucher Administration):		

Community Resource Contribution Items:
<p>This voucher represents a promise to repay the awardee (Project Lead) for approved costs used to (check all that apply):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Take ownership of motor vehicle(s) (GVWR 2,000 lbs or more) <input type="checkbox"/> Take ownership of bicycles, scooters, or other vehicles (under 2,000 lbs GVWR) <input type="checkbox"/> Install electric vehicle supply equipment (EVSE) on owned property <input type="checkbox"/> Install EVSE on other's property (Explain: _____) <input type="checkbox"/> Install other infrastructure on own property (Explain: _____) <input type="checkbox"/> Install other infrastructure on other's property (Explain: _____) <input type="checkbox"/> Other (Explain: _____)
Project Milestones and Schedule:
Community Outreach Plan:

B. Sponsoring Public Agency Information: Must be completed only if the lead applicant is a nonprofit organization.

Primary Contact Name:		
Organization Name:	Parent Organization:	
Mailing address:		
City:	State:	Zip Code:
Phone:	Fax:	
Primary E-mail:		

C. Vehicle Owner Information: Information about party that will take ownership of vehicle(s) funded by CMO. May be the same or different party than the lead applicant. Must be

completed if project will take ownership of motor vehicles. Does not apply to vehicles that are not being directly purchased with CMO funds.

Primary Contact Name:		
Organization Name:	Parent Organization:	
Mailing address:		
City:	State:	Zip Code:
Phone:	Fax:	
Primary E-mail:		

D. Mobility Provider Information (if available):* May be the same or different party than the lead applicant and/or vehicle owner.

Primary Contact Name:		
Organization Name:	Parent Organization:	
Mailing address:		
City:	State:	Zip Code:
Phone:	Fax:	
Primary E-mail:		

* **Note:** Securement of Mobility Provider with contract is due by first payment request for any vehicle or infrastructure equipment, or within three months from the voucher agreement execution date, whichever is sooner.

E. Vehicle Information (if available):** Must be completed if the project will take ownership of motor vehicles. If more space is needed, an addendum may be included.

Vehicle Manufacturer:	Vehicle Model Year:
Vehicle Description:	
GVWR:	Preliminary Reimbursement Amount:
Number of Vehicles Requested:	

****Note:** Vehicle information must be submitted to the Program Administrator prior to any payment request for vehicles.

F. Project Area Information:

SB 535 Disadvantaged Communities, indicated by Census Tracts:
Affordable housing facility Address:
Tribal lands within AB 1550-designated low-income communities or SB 535 Disadvantaged Communities, indicated by Census Tracts:

G. Other Key Partner(s) Information: Must be completed by all partners or subcontractors who will receive more than \$50,000 from CMO funds during the term of this voucher agreement. If more space is needed, an addendum may be included.

Primary Contact Name:		
Organization Name:	Parent Organization:	
Mailing address:		
City:	State:	Zip Code:
Phone:	Fax:	
Primary E-mail:		

H. Clean Mobility Project Voucher Agreement Terms and Conditions For Project Lead:

As a condition for participating in the State of California, Air Resources Board (CARB) **Clean Mobility Options Voucher Pilot Program (CMO)**, implemented through the CMO Implementation Manual, the Project Lead must comply with the requirements below:

1. I (on behalf of the "*name of the Project Lead entity*") have read, understand and agree to all provisions, project criteria, and program requirements within CMO Voucher Pilot Program implemented through the CMO Implementation Manual, the Application dated _____ and Implementation Manual dated _____ are incorporated by reference;
2. I (on behalf of the "*name of the Project Lead entity*") understand that I must be in compliance and remain in compliance with all applicable federal, state, and local rules and regulations;
3. I (on behalf of the "*name of the Project Lead entity*") understand that this CMO voucher is only valid for this specific use as prescribed in the application and this agreement, and that any voucher funds provided based on this voucher agreement will be null and void if the use

identified herein changes prior to voucher redemption without approval from the Program Administrator or for noncompliance with applicable CMO Voucher Pilot Program requirements;

4. I (on behalf of the “*name of the Project Lead entity*”) agree to provide the community resource contributions to supplement voucher funding with community investments as specified in the application and this voucher agreement;
5. I (on behalf of the “*name of the Project Lead entity*”) agree to conduct community outreach and education events as specified in the application and this voucher agreement;
6. I (on behalf of the “*name of the Project Lead entity*”) understand and agree to coordinate with other CARB’s Low Carbon Transportation Investment Projects, including the One-Stop-Shop Pilot Project, and the STEP as specified in the CMO Implementation Manual;
7. I (on behalf of the “*name of the Project Lead entity*”) agree to display both the Clean Mobility Options Pilot Program logo and the California Climate Investments logo on all outreach and education materials. In addition, I agree to display the California Climate Investments logo on all project vehicles funded by this program. I agree to acknowledge the California Climate Investments program as a funding source from CARB’s Low Carbon Transportation program whenever projects funded, in whole or in part by this agreement, are publicized in any news media, websites, brochures, publications, audiovisuals, or other types of promotional material. I understand the acknowledgement must read as follows: “[PROGRAM/PROJECT NAME] is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.” Guidelines for the usage of the CCI logo can be found at www.arb.ca.gov/ccifundingguidelines;



8. I (on behalf of the “*name of the Project Lead entity*”) understand and agree that all outreach materials, project websites, press releases and press events must receive prior approval from the Program Administrator;
9. I (on behalf of the “*name of the Project Lead entity*”) understand and agree that the Program Administrator may use my name and name of my organization and our partner organizations and any descriptive language and/or branding and imagery used in our application and/or in the voucher agreement during CMO program activities and events for use in educational or promotional materials in print, multimedia, or web form. Language,

branding, imagery and/or photos and videos will only be used for purposes related to the CMO program.

10. I (on behalf of the *"name of the Project Lead entity"*) agree to comply with all insurance requirements specified in the CMO Implementation Manual. I understand no payments will be made under this voucher agreement until I fully comply with all insurance requirements and submit any required insurance documents, including an annual proof of coverage to the Program Administrator during the Voucher Agreement Term;
11. I (on behalf of the *"name of the Project Lead entity"*) agree to fulfill any CEQA Compliance and Permitting Requirements specified in the CMO Implementation Manual; I understand no payment will be made under this voucher agreement until I fully comply with all CEQA requirements set forth in the manual.
12. I (on behalf of the *"name of the Project Lead entity"*) agree to comply with data storage and security requirements specified in the CMO Implementation Manual;
13. I (on behalf of the *"name of the Project Lead entity"*) agree to comply with all requirements outlined in the Voucher Agreement General Provisions specified in the CMO Implementation Manual;
14. I (on behalf of the *"name of the Project Lead entity"*) understand and agree to participate in events, training, and meetings as required by the Program Administrator or CARB;
15. In the event that CALSTART is no longer a Program Administrator prior to the end of voucher agreement term, I (on behalf of the *"name of the Project Lead entity"*) agree to sign the amended voucher agreement with the new Program Administrator selected by CARB;
16. I (on behalf of the *"name of the Project Lead entity"*) understand and agree to comply with the Sectarian Organizations and Non-Public Schools Restrictions specified in the CMO Implementation Manual;

Vehicles

17. I (on behalf of the *"name of the Project Lead entity"*) agree to register vehicles obtained with CMO funds in California with the Department of Motor Vehicles (DMV). Military vehicles are not subject to this requirement;
18. I (on behalf of the *"name of the Project Lead entity"*) agree to allow CARB, Program Administrator, or their designee to verify the vehicle registration with the DMV;
19. I (on behalf of the *"name of the Project Lead entity"*) agree to maintain vehicle insurance as required by law and to the minimum requirements specified in the CMO Implementation Manual;
20. I (on behalf of the *"name of the Project Lead entity"*) agree to never modify the vehicle's emission control system, engine, or engine software calibrations;

21. *Charging.* I (on behalf of the “*name of the Project Lead entity*”) agree to ensure plug-in vehicles purchased with a CMO voucher, including plug- in hybrid vehicles and plug-in electric vehicles, will be plugged in regularly as recommended by the vehicle manufacturer to ensure battery durability, efficiency, and reliability for community users;
22. *Operation.* I (on behalf of the “*name of the Project Lead entity*”) agree to own/lease and operate voucher-funded vehicles consistent with the application project design for a minimum four-year of project operation period;
23. *Ownership.* I (on behalf of the “*name of the Project Lead entity*”) agree to retain ownership/lease of the vehicle for a minimum 4-year of project operation period, unless given explicit prior written approval to sell the vehicle from CARB or its designee;
24. *Records.* I (on behalf of the “*name of the Project Lead entity*”) agree to keep written records of the vehicle purchase/lease for a minimum 4-year of project operation period and provide CARB or its designee with these records within 10 calendar days of their request. These records include but are not limited to the vehicle invoice, proof of purchase, DMV records, vehicle payment information and related bank records, and purchaser/lessee fleet information;
25. *Emissions Reductions.* I (on behalf of the “*name of the Project Lead entity*”) agree that the purchased/leased vehicle and emission reductions it generates shall not be used as emission reductions to comply with an enforcement obligation of any person or entity;
26. I (on behalf of the “*name of the Project Lead entity*”) agree to complete the quarterly usage survey and questionnaire throughout the 5-year voucher agreement term as requested by CARB;
27. I (on behalf of the “*name of the Project Lead entity*”) agree to equip all project vehicles with telematics hardware that allow for recording of usage data, consistent with data collection requirements specified in the CMO Implementation Manual;
28. In the event that installation of telematics hardware found to be infeasible, I (on behalf of the “*name of the Project Lead entity*”) agree to provide an alternative approach to collect necessary location and usage data with prior approval from the Program Administrator;
29. I (on behalf of the “*name of the Project Lead entity*”) agree to use the vehicles in accordance with the project plan;
30. If prior to the end of the 5-year voucher agreement term the Project Lead is unable to continue operating the vehicle in accordance with the project plan, I (on behalf of the “*name of the Project Lead entity*”) agree to notify the Program Administrator immediately;
31. *Ownership Transfer.* If prior to the end of the 5-year voucher agreement term, I (on behalf of the “*name of the Project Lead entity*”) am unable to continue operating the vehicle in accordance with the project plan, I agree to transfer ownership of the vehicle to a different

party who will use the vehicle to provide community mobility services. The party and plan must be approved by the Program Administrator with consultation with CARB;

Infrastructure

32. I (on behalf of the “*name of the Project Lead entity*”) agree to ensure that infrastructure obtained with CMO funds is sited in location(s) as specified by our project plan;
33. I (on behalf of the “*name of the Project Lead entity*”) agree to notify the Program Administrator immediately if the Project Lead is unable to site the infrastructure (obtained with CMO funds) in location(s) previously specified by the project plan. The new proposed location must be approved by the Program Administrator;
34. I (on behalf of the “*name of the Project Lead entity*”) agree to ensure that infrastructure obtained with CMO funds is constructed by a qualified and licensed professional, to obtain and keep records for all required permits;
35. I (on behalf of the “*name of the Project Lead entity*”) agree that if infrastructure obtained with CMO funds is not completely sited on the Project Lead’s owned property and unobtrusive to property not owned by the Project Lead, then I will obtain and keep written approval from the property owner (including public agencies if relevant);
36. I (on behalf of the “*name of the Project Lead entity*”) agree to maintain infrastructure obtained with CMO funds in good repair and in accordance with manufacturer’s recommended use and maintenance through the 4-year project operation period;

Planning, Operations, and Maintenance

37. I (on behalf of the “*name of the Project Lead entity*”) agree to ensure that all funds that the Project Lead seeks reimbursement for are consistent with the project plan and in compliance with project requirements, including minimum and maximum allowed amounts, and that all reported costs are true and accurate;
38. I (on behalf of the “*name of the Project Lead entity*”) agree to collect the project data and report to the Program Administrator on at least a quarterly basis throughout the 5-year voucher agreement term as specified in the CMO Implementation Manual;
39. I (on behalf of the “*name of the Project Lead entity*”) agree to develop policies and procedure document that describes administrative actions for evaluation and processing participants, reservations, vehicle maintenance, and data gathering and reporting;
40. I (on behalf of the “*name of the Project Lead entity*”) agree to ensure that all partners and subcontractors agree to all provisions of CMO, implemented through the CMO Implementation Manual, and to notify CARB and the Program Administrator immediately if I become aware that partners or subcontractors are out of compliance;

41. I (on behalf of the “*name of the Project Lead entity*”) agree to ensure services are delivered consistent with the safety and accessibility requirements specified in the CMO Implementation Manual;
42. I (on behalf of the “*name of the Project Lead entity*”) agree to be available for a follow-up inspection by CARB, Program Administrator or their designee, if requested;
43. The information provided in this application is true and all supporting documentation is true and correct and meets the minimum requirements of the CMO Voucher Pilot Program, identified in the CMO Implementation Manual;
44. I (on behalf of the “*name of the Project Lead entity*”) have the legal authority to apply for incentive funding for the purchasing entity described in this agreement;
45. I (on behalf of the “*name of the Project Lead entity*”) agree that failure to comply with the terms of this agreement may result in repayment to CARB or its designee of voucher funds received; and
46. I (on behalf of the “*name of the Project Lead entity*”) understand that the Program Administrator and/or CARB reserves all rights and remedies available under the law to enforce the terms of this agreement.

By signing the CMO Voucher Agreement, I acknowledge that I have authority to sign on behalf of the Project Lead and have read, understand, and agree to be bound by, the terms and conditions as outlined above. I certify under penalty of perjury that all of the information provided herein is accurate.

Name of Project Lead Representative: _____

Title: _____

Signature of Project Lead Representative: _____

Date: _____

City: _____

State: _____

I. Clean Mobility Project Voucher Agreement Terms and Conditions For the Program Administrator (CALSTART):

1. This voucher agreement signed by CALSTART and the voucher awardee (“Project Lead”) governs the Project.
2. CALSTART and CARB have oversight responsibility for the Clean Mobility Options Voucher Pilot Program (CMO). As the administrator of CMO, CALSTART acts as CARB’s designee.
3. CARB, as an intended third-party beneficiary, reserves the right to enforce the terms of CMO at any time during this voucher agreement term.

4. CALSTART and CARB reserve the right to conduct a site visit(s), evaluation, review, or an audit of this Project over the term of this voucher agreement.
5. CALSTART, acting as CARB's designee, is responsible for the following:
 - a. Assuring compliance with project eligibility criteria and the minimum requirements for Clean Mobility Options Projects using measures mutually agreed with CARB.
 - b. Reviewing and approving necessary program elements provided by the Project Lead, including but not limited to, clean mobility voucher application, voucher eligibility verification, voucher forms, financial documentation, and progress reports.
 - c. Participating in meetings, if necessary, with the Project Lead to discuss project refinements and guide Project implementation.
 - d. Review and approve all Voucher Payment Request Forms and distribute voucher funds to the Project Lead within 30 calendar days of Form approval.
 - e. Providing program oversight and accountability (in conjunction with the Project Lead).
 - f. Meeting applicable requirements of statutes, applicable State law, the Fiscal Year (FY) 2017-18, FY 2018-19, and FY 2019-20 Funding Plan for Clean Transportation Incentives, the FY 2017-18 Clean Mobility Voucher Pilot Program Grant Solicitation, the governing Grant Agreement with CARB, and this voucher agreement with the Project Lead.
 - g. Ensuring that funds are spent consistent with the Clean Mobility Options Voucher Pilot Implementation Manual ("Implementation Manual") and this voucher agreement with the Project Lead.
 - h. CALSTART or its designee has primary responsibility for conducting project reviews and/or fiscal audits of this project's administration and implementation.

- i. In the case of nonperformance, CALSTART, CARB, or its designee has the authority to recoup Clean Mobility Options Voucher Pilot funds which were received based upon misinformation or fraud, or for which the Project Lead or its subcontractors, a dealership, manufacturer, or vehicle purchaser is in significant or continual non-compliance with this Implementation Manual. CALSTART also retains the authority to withhold future payments or prohibit any entity from participating in the Clean Mobility Options Voucher Pilot due to non-compliance with Project requirements.

By signing the CMO Voucher Agreement, I acknowledge that I have authority to sign on behalf of CALSTART and have read, understand, and agree to be bound by, the terms and conditions as outlined above. I certify under penalty of perjury that all of the information provided herein is accurate.

certify under penalty of perjury that the information provided herein is accurate.

Name of CALSTART Representative:

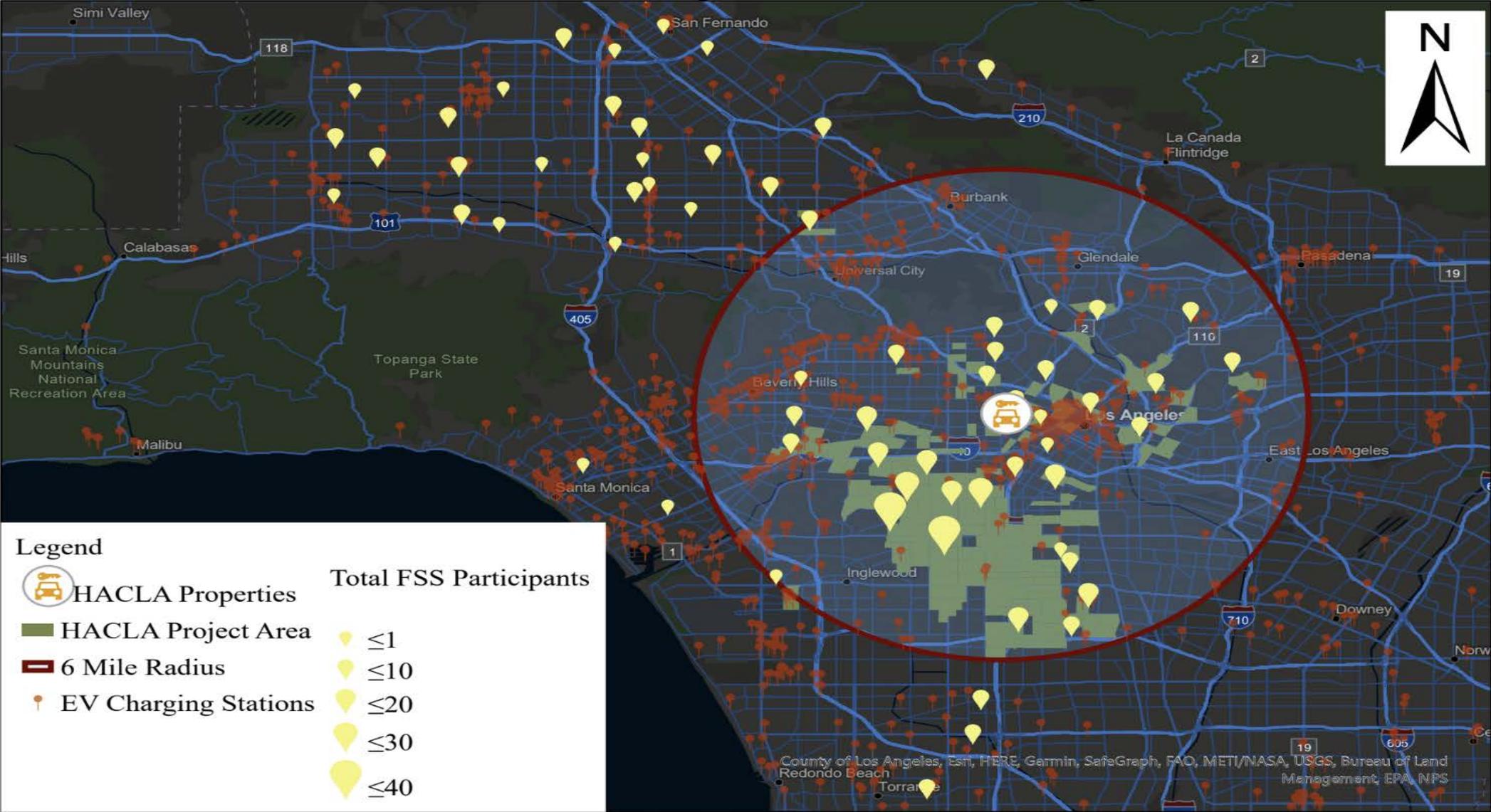
Signature of CALSTART Representative:

Date: _____

City: _____ State: _____

This voucher agreement is only fully executed after the Program Administrator (CALSTART) signs and dates. No work done or vehicle and equipment purchased/leased prior to this date will be provided funding through this voucher agreement.

HACLA CMO Proposed Project Area



County of Los Angeles, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS

RESOLUTION NO. _____

RESOLUTION AUTHORIZING THE PRESIDENT AND CEO, OR DESIGNEE, TO ACCEPT THE CLEAN MOBILITY OPTIONS PILOT PROGRAM AWARDED BY CALIFORNIA CLIMATE INVESTMENTS IN THE AMOUNT OF \$1 MILLION TO BE USED TOWARDS AN ELECTRIC VEHICLE LENDING LIBRARY SERVING HACLA SECTION 8 CLIENTS ENROLLED IN THE FAMILY SELF-SUFFICIENCY PROGRAM, AND EXECUTE AGREEMENTS AND DOCUMENTS REQUIRED TO INITIATE WORK UNDER THE AWARD

WHEREAS, the Housing Authority of the City of Los Angeles (“Authority”) is a public body, corporate and politic, organized and existing under the Housing Authorities Law (commencing at Section 34200 of the California Health and Safety Code and, specifically, Section 34311), and authorized to transact business and exercise the powers of a housing authority pursuant to action of the Board of Commissioners of the Authority (the “Board”);

WHEREAS, as part of the implementation of our twenty-five (25) year vision plan which began in 2018, the Authority has prioritized fundraising and investments in advancing resident access to education opportunities, workforce readiness training, and skills development under PEOPLE Strategy 7; increasing affordable transportation options under PEOPLE Strategy 8; and to improve sustainability and reduce HACLA’s carbon footprint under PLACE Strategy 7;

WHEREAS, on August 5, 2020, the California Climate Investments released a funding opportunity for up to \$1 million per project for its Clean Mobility Options Pilot Program (“CMO”) Grant, which was developed and administered by CALSTART, Shared Use Mobility Center, GRID Alternatives, and Local Government Commission to improve clean transportation access and to increase zero-emission and near zero emission mobility choices for disadvantaged and low-income communities;

WHEREAS, the Authority developed a grant proposal to add an electric vehicle lending library for a subset of Section 8 FFS clients who live within six miles of HACLA and submitted this proposal by grant deadline on October 20, 2020;

WHEREAS, on April 23, 2021, the Authority received a notice of award for \$1 million in funding under the CMO Grant to be used toward the electric vehicle lending library proposal;

WHEREAS, the CMO Grant will cover three years of project costs after the voucher agreement is signed, including one year of planning and construction and two years of operations and the Authority further commits to operating the project for two years after the voucher funding term ends to ensure that the project is sustainable over time;

WHEREAS, a Board Resolution is required for the Authority to accept the grant and the obligations associated with receipt of such funding, and enter into the CMO Grant Agreement and Assistance Award/Amendment Form (MP20W1A-9) with Clean Mobility Options;

WHEREAS, the Authority is also required to execute a number of certifications verifying information and providing documentation in order to accept a CMO Grant Award and enter into the CMO Grant Agreement; and

WHEREAS, the Authority will engage grant supportive partners Green Commuter, EV Charging Solutions, Inc., and University of California Los Angeles (UCLA)'s Lewis Center as partners to implement the CMO Grant and undertake a community driven process towards equitable access to transportation.

NOW THEREFORE BE IT RESOLVED that the Board of Commissioners authorizes the President and CEO, or his designee: (i) to accept the Clean Mobility Options Pilot Program ("CMO") Grant awarded by Clean Mobility Options in the amount of \$1 million to be used toward the electric vehicle lending for Section 8 FFS clients who live in specified disadvantage communities within six miles of HACLA; (ii) to obligate the Authority to the terms and conditions associated with the receipt of such funding; (iii) to execute any agreements, forms, verifications as required by Clean Mobility Options, and any amendments thereto, including but not limited to: CMO Form MP20W1A-9 and the CMO Grant Agreement, as approved by legal counsel; and (iv) to undertake various actions reasonably necessary to effectuate the terms of the CMO Grant Agreement and this Resolution, including but not limited to, negotiating, executing, approving, and delivering any related and ancillary documents and agreements, all with the advice and/or approval of legal counsel.

BE IT FURTHER RESOLVED that the foregoing recitals are incorporated into this Resolution by this reference and constitute a material part of this Resolution.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately

APPROVED AS TO FORM

HOUSING AUTHORITY OF THE
CITY OF LOS ANGELES

By: _____
James Johnson, General Counsel

By: _____
Cielo Castro, Chairperson

DATE ADOPTED: _____
