



Sustainable Freight Transportation Projects

Pre-Application Workshop GFO-16-604

Alternative and Renewable Fuel and Vehicle Technology Program

Larry Rillera

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AGENDA

- Welcome
- Solicitation Overview
- Questions and Answers
- Adjourn



Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP)

- AB 8 (*Perea, Chapter 401, Statutes of 2013*) extends ARFVTP through January 1, 2024.
- Receives up to \$100 million per year to:
 - ✓ Transform California's transportation market into a diverse collection of alternative fuels and technologies and reduce California's dependence on petroleum.
 - ✓ Develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.





Supporting Policy Initiatives

- 2016-2017 Investment Plan Update for the ARFVTP
- California Sustainable Freight Action Plan
- Draft Sustainable Freight Pathways to Zero- and Near-Zero Emissions
- California's ZEV Action Plan
- ARB Mobile Source Strategy
- Fixing America's Surface Transportation Act



Commitment to Diversity

The Energy Commission adopted a resolution on April 8, 2015, to firmly commit to:

- Increase participation of women, minority, disabled veteran and LGBT business enterprises in program funding opportunities
- Increase outreach and participation by disadvantaged communities
- Increase diversity in participation at Energy Commission proceedings
- Increase diversity in employment and promotional opportunities



Commitment to Diversity (Cont.)

Fairness – Increase funding accessibility to all Californians.

Inclusion – Small businesses make up a significant portion of the U.S. economy.

Job Creation – Projects can create jobs for residents of the under-served communities.

Diversity of Ideas – Great ideas occur in a variety of areas.

Diversity in Communities' Needs – Needs vary widely from one area to the next (air quality, socioeconomic, etc.).



Solicitation Purpose

To cost share the development of projects that demonstrate medium- and/or heavy-duty (MHD) advanced vehicle technologies at California seaports.



Funding

- \$27,036,799 total funding
- Applicant may request up to 75% of total project costs
- \$1,000,000 minimum funding request
- \$10,000,000 maximum funding request
- Energy Commission reserves the right to increase / decrease total funding



Eligible Applicants

- ✓ All California seaports
- ✓ Marine terminal operators at these seaports
- ✓ Local air districts
- ✓ Seaport tenants that directly support freight movement at seaports



Eligible Project Requirements

Projects must:

- Field demonstrate in California Class 3 through Class 8 vehicle(s) having GVWR of 10,001 lbs. or greater
- Have a pre-commercial technology or product
- Have a battery electric, hybrid-electric, fuel cell electric, or low NOx¹ engine or propulsion system or propulsion component technology
- Demonstrate vehicle technologies to prove or validate their technical or market viability prior to commercial sale
- Include new or repowered vehicle technologies
- Demonstrate vehicles for a minimum of 12 months

¹ Low NOx engine refers to ARBs adopted optional low NOx engines with a current NOx standard of 0.02 grams per brake horsepower-hour or less.



Eligible Project Requirements (cont.)

Eligible ITS projects may include, but are not limited to:

- Connected vehicles.
- Technologies that reduce idling and emissions of on-road freight movement vehicles.
- Transportation infrastructure systems and information that improve traffic at port gates and marine terminals and in freight corridors.
- Freight optimization at seaports and within freight corridors.

Projects must include an original equipment manufacturer or a technology provider and an end-user fleet.

Fueling infrastructure and fuel support costs allowed as a match share expense only (see Addendum #1).



Ineligible Projects

- Paper studies (e.g., feasibility studies)
- Surveys
- Research
- Case studies
- Non-field vehicle demonstrations
- Development of first prototypes
- Tests for regulatory compliance or to meet certification protocol
- Buses
- Commercially available technologies (ITS technologies may be exempt)
- Stand-alone ITS projects without demonstration of advanced vehicle technologies
- Activities not directly related to freight handling or movement



Disadvantaged Communities

- Must identify and describe how the project benefits Disadvantaged Communities (DAC)
- CalEnviroScreen (CES) 2.0 Tool to be used to determine and verify DACs
- DACs are defined as areas identified by CES 2.0 Tool and scored at or above the 75th percentile



Project Selection and Award

- Competitive grant application process
- Must pass administrative and technical screening criteria
- If pass, then subject to Technical Evaluation Criteria
- Minimum score of 70% required to be considered eligible for funding



Project Selection and Award (cont.)

- Applications ranked and recommended for funding according to final overall score
- Results released through Notice of Proposed Award (NOPA)
- Energy Commission will finalize project agreements
- Agreements approved at a Business Meeting



California Environmental Quality Act (CEQA)

- All projects are subject to CEQA review
- Applicants are strongly encouraged to identify the appropriate Lead Agency with authority to determine CEQA compliance
- Applicants must comply with CEQA within 6 months of NOPA release
- The extent of CEQA compliance will be evaluated in Technical Evaluation Scoring Criteria
- Projects must have documented CEQA compliance prior to approval at an Energy Commission Business Meeting



Application Requirements

- Application Form
- Project Narrative
- Scope of Work
- Schedule of Products and Due Dates
- Budget
- Contact List
- CEQA Worksheet
- Localized Health Impacts Information



Applications **WILL** be Rejected if...

- Application not received by the Contracts, Grants, and Loans Office by the specified due date and time.
- Applicant does not provide the required authorizations and certifications to the Energy Commission.
- Contains false or intentionally misleading statements or references or intended to mislead the State in its evaluation of the Application.
- Applicant is not an Eligible Applicant.
- Project is not an Eligible Project.
- Application contains confidential information.



Scoring: Possible Points

Team Experience and Qualifications	10
Path-to-Market	25
Implementation	15
Budget	10
Economic Benefits	10
Environmental Benefits	<u>30</u>
Total	100
Minimum Passing Score (70%)	70



Remaining Schedule

- Deadline for Questions (5:00 pm on December 9, 2016)
- Distribute Answers (December 15, 2016)
- **Application Deadline (January 26, 2017 by 5:00 pm)**
- Post NOPA (February 2017)
- Business Meeting Approval (April 2017)



Questions

Sandra Raymos
California Energy Commission
Grants and Loans Office
Attn: Sustainable Freight Transportation Projects
GFO-16-604
1516 Ninth Street, MS-18
Sacramento, CA 95814
(916) 654-4584

Sandra.Raymos@energy.ca.gov