Sustainable Freight Transportation Projects

Pre-Application Workshop
GFO-16-604

Alternative and Renewable Fuel and Vehicle Technology Program

Larry Rillera
December 9, 2016
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 NOx\(^1\) 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 75\textsuperscript{th} 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

<table>
<thead>
<tr>
<th>Category</th>
<th>Points</th>
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<tr>
<td>Team Experience and Qualifications</td>
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<tr>
<td>Path-to-Market</td>
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<td>Implementation</td>
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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

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