Advanced Freight Vehicle Infrastructure Deployment Pre-Application Workshop

Alternative and Renewable Fuel and Vehicle Technology Program

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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

- 2017-2018 Investment Plan Update for the ARFVTP
- California Sustainable Freight Action Plan
- California’s ZEV Action Plan
- ARB Mobile Source Strategy
- Fixing America’s Surface Transportation Act
- SB 350
- SB 132
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

• REQUIRED
  • Deploy infrastructure for zero-emission or plug-in hybrid on-road class 3-8 freight moving vehicles or off-road cargo handling equipment

• OPTIONAL
  • Deploy innovative intelligent transportation system (ITS) strategies
  • Deploy permanent distributed energy resources for powering EV chargers
  • Conduct engineering assessments to analyze costs to fully transition freight facilities to zero-emission equipment
Funding

- $22,257,799 total funding
- Public agency applicants may request up to 100% of total project costs. All other applicants may request up to 75% of total project costs
- $1,000,000 minimum funding request
- $8,000,000 maximum funding request
- Energy Commission reserves the right to increase/decrease total funding
Eligible Applicants

- All California seaports
- Regional warehouses and distribution centers that support freight movement
Project Requirements

Projects must:

- Deploy new or upgrade existing in-ground refueling infrastructure for battery electric or hydrogen fuel cell class 3-8 on-road freight vehicles having gross vehicle weight ratings (GVWR) of 10,001 lbs. or greater, or off-road cargo handling equipment used to transport goods within a California seaport, warehouse, or distribution facility.
- Identify project benefits to disadvantaged communities.
- Provide a minimum 12 months of data collection.
Optional Categories

Projects may include innovative ITS strategies:

• Provide enhancing features not found in current ITS demonstrations
• Must have tangible environmental benefits for freight vehicles
• Funding for ITS projects is limited to installation of new or upgrades to existing roadside infrastructure.

Projects may include funding for Distributed Energy Resources

• Permanent stationary power sources (battery or fuel cell) that supply power to EV chargers

Applicants may request up to 5% of funding for engineering assessments to analyze existing site capacity and costs associated with infrastructure deployment necessary to fully transition freight facilities to zero-emission equipment.
Ineligible Projects

- Surveys
- Mobile refueling units
- Transportable DER
- The use of DER for purposes other than supplying power to electric vehicle chargers
- Test for regulatory compliance
- Activities not directly related to freight handling or movement
- Projects for ITS only with no requested Energy Commission funding for hydrogen or battery electric charging infrastructure
- Infrastructure that does not support class 3-8 on-road freight vehicles or off-road freight moving cargo handling equipment
- ITS projects that do not provide measurable environmental benefits
Disadvantaged Communities

• Must identify and describe how the project benefits Disadvantaged Communities (DAC)

• CalEnviroScreen (CES) 3.0 Tool must be used to determine and verify DACs

• DACs are defined as areas identified by CES 3.0 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
Application 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
Innovation 20
Implementation 25
Budget 15
Environmental and Economic Benefits 30

Total 100

Minimum Passing Score (70%) 70
Remaining Schedule

- Deadline for Questions (5:00 p.m. on January 11, 2018)

- Distribute Answers (Week of January 15, 2018)

- Application Deadline (February 12, 2018 by 5:00 pm)

- Post NOPA (March 2018)

- Business Meeting Approval (May 2018)
Questions/Comments

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