

Additions and Modifications to Questions and Answers
Biofuels Production Facilities Solicitation (PON-11-601)

February 17, 2012

Modified Responses

- 62. Is jet fuel an acceptable fuel product? If so, should it be classified as a Diesel Substitute?**

Jet fuel and its use in air transportation has not been expressly considered in the Investment Plan, so the Commission has not performed the same depth of analysis for jet fuels regarding the greenhouse gas calculations, technology development and market development as has been performed for fuels in ground transportation uses. If a bidder proposes a production facility for biofuels for jet engines, the bidder bears the burden of including sufficient technical and economic data and analysis to enable the Commission to objectively determine how the proposed project should be prioritized as compared with biofuels in ground transportation uses which have already been assessed under the Commission's Investment Plan methodologies. As with all proposals, the bidder's data and analysis will be evaluated under the solicitation's scoring criteria and validated against independent sources. The inability to evaluate and/or validate the data and analyses due to the lack of sufficient information may render the proposal ineligible for funding. Jet fuel should be classified as a diesel substitute.

~~No. Jet fuels are not eligible under this solicitation.~~

- 63. Is aviation fuel an acceptable fuel product? If so, should it be classified as a Gasoline Substitute?**

Please see answer to Question 62. Aviation fuel should be classified as a gasoline substitute.

~~No. Aviation fuels are not eligible under this solicitation.~~

New Additions

- 110. What should an applicant do if the local agency will not put its CEQA analysis in writing, but will discuss the issues by telephone?**

Scoring criterion #5 (Project Readiness) requests that the applicant "[p]rovide documentation from the local lead agency that they are the authority having

jurisdiction for the project or that discussions have occurred regarding the appropriate level of CEQA review that may be required for the project. If no CEQA review would be required, provide documentation from the local lead agency explaining why not.” (Attachment B, p. 4.) Attachment L also provides space for the applicant to discuss communications with the local lead agency. (Attachment L, pp. 5, 6.) The type of documentation that will suffice is flexible. For example, an e-mail or letter from the lead agency, or, if they will not provide one, a letter from the applicant documenting the phone conversation with the lead agency regarding CEQA, are all acceptable documents.

111. How does an applicant fill out Attachment L if the local agency does not have discretionary approval or does not consider the project a “project” under CEQA?

Applicants, not the local agency, should fill out Attachment L to the best of their knowledge. Attachment L is applicable even if there is no local lead agency, and is intended to help the Energy Commission with its own CEQA analysis. Attachment L will not be used for scoring, but it is required to be completed and submitted with the application.