Alternative Fuels Infrastructure (PON-11-602)

Pre-Application Workshop
California Energy Commission
February 21, 2012

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Fuels and Transportation Division

Agenda

9:00	Welcome and Introductions
9:15	Solicitation Overview Presentation Tobias Muench- Emerging Fuels and Technologies Office
9:45	Questions and Answers Tobias Muench-Emerging Fuels and Technologies Office David Nichols- Grants and Loans Office

Purpose of Solicitation

Provide funding to establish the infrastructure in California for the following alternative fuels: E85, Propane, Natural Gas, Electricity, and Diesel Substitutes.

The purpose of this solicitation is to encourage the establishment of alternative transportation fuels infrastructure to accommodate the deployment of a growing number of alternative fuel vehicles (AFVs), reduce the use of petroleum fuels and greenhouse gas (GHG) emissions to help the state achieve its public policy goals, provide competition in the transportation fuels market, and improve economic vitality in California.

The focus of this solicitation is on equipment purchase, which will streamline and simplify the solicitation process.

Eligible Applicants

- To be eligible, Applicants must ***agree to be bound by the ARFVT Program Grant Terms and Conditions*** for any agreement(s) resulting from this solicitation.. No exceptions to these Terms and Conditions will be considered. Therefore, the Commission recommends that both the Applicant and its subcontractors carefully review, including legal counsel, the ARFVT Program Grant Terms and Conditions before deciding to submit an application.

- To be eligible, private entities must have a business presence in California and be in good standing with the California Secretary of State.

Eligible Applicants

Applicant eligibility varies by fuel category as follows:

- **Propane:** School districts, public and private fleets, companies/station owners
- **E85:** Private and public entities.
- **Diesel Substitutes:** Transportation fuel producers, terminal owners/operators, fuel marketers, fuel transporters
- **Compressed Natural Gas/ Liquefied Natural Gas (CNG/LNG):** School districts, public and private fleets, companies/station owners
- **Electricity:** For residential, workplace and fleets: Electric Vehicle Supply Equipment (EVSE) manufacturer, EVSE wholesaler or distributor. For fast charging demonstration: private and public entities, with experience in planning for and installing EVSE.

Funding Information

1. Competitive Solicitation

2. Maximum funding available is $30.31 million
   - Electricity- $7 Million
   - Natural Gas- $12.49 Million
   - Propane - $0.5 Million
   - E85- $10.1 million
   - Diesel Substitutes- $3.14 million

3. Funding may be increased by up to $24.5 million
4. Only projects with passing scores will be eligible for funding.

Funding Information

Fuel	Max Award per Station, Charge, or Terminal	Match Requirement	Max Award Per Applicant	Funding Available
Diesel Substitutes	$0.5 M	50%	$0.5 M	$3.14 M
Natural Gas for School Fleets	50%-(55% if renewable) of total cost, not to exceed $300,000	N/A	$300,000	$9.57 M
CNG Station	50%-(55% if renewable) of total cost, not to exceed $300,000	50% (45% if renewable)	$300,000	
LNG or L/CNG	50%-(55% if renewable) of total cost, not to exceed $300,000	50% (45% if renewable)	$600,000	
Propane for School Fleets	70% of total cost, not to exceed $50,000	30%	$50,000	$0.5 M
Propane Station	50% of total cost, Not to exceed $30,000	50%	$30,000	

Funding Information (Cont.)

Fuel	Max Award per Station, Charge, or Terminal	Match Requirement	Max Award Per Application	Funding Available
E85	$100,000 of 100% equipment cost, whichever is less	50% per station	$1 M	$10.1 M
Residential Level 2EVSE	N/A	N/A	$500,000	$7 M
Workplace Level 1 and 2 EVSE	N/A	N/A	$75,000	
Fleet Level 1and 2 EVSE	N/A	N/A	$75,000	
DC Fast Charger Demonstration	Up to 50% of total cost, not to exceed $150,000	N/A	$150,000	

Eligible Projects and Requirements

To be eligible for this solicitation, projects must be located in California and include one of the following:

- Establishment of new or upgraded residential (single and multi-unit dwelling), workplace, and/or fleet charging stations
- DC fast charger demonstration projects for sites in strategic locations throughout California
- Establishment of new retail E85 fueling stations or upgrades/retrofits
- Establishment of new terminal storage and blending facilities for diesel substitutes
- Establishment of new retail and fleet propane fueling stations
- Establishment of new CNG/LNG fueling infrastructure, or upgrades to existing CNG/LNG fueling infrastructure, for school fleets
- Establishment of new CNG, LNG, or L/CNG (combined CNG/LNG) fueling infrastructure to support public retail sales for light duty vehicles and trucks associated with goods movement and other fleet operations, and private stations to support large fleet operations

Eligible Project Requirements

- **Diesel Substitutes** (Biodiesel and Renewable Diesel Terminals) Projects must be at wholesale, bulk or terminal distribution level. Funding is not available for retail (gas station) level projects

- **E-85** Equipment must comply with American Society for Testing and Materials (ASTM) D 5798, applicable Underwriter's Laboratory (UL) standards, or equivalent, and applicable National Institute of Standards and Technology (NIST) standards. Projects must be at existing gasoline stations

- **Propane** Stations must offer public access . School fueling stations are exempt from this requirement. Excludes home fueling devices

Eligible Project Requirements

- **CNG/LNG**

1. *Publicly accessible retail fueling CNG, LNG, or L/CNG stations to support local goods movement and regional goods movement along major transportation corridors, fleet operations, or light duty vehicle use:*

   – Applicants must document existing and proposed (through 2013) natural gas vehicle and fleet operations within a 25-mile radius of the proposed station. It is the Energy Commission's intent to fund fueling stations serving the highest concentrations of natural gas vehicles.

Eligible Project Requirements

CNG/LNG Continued….

2. *Vehicle fueling infrastructure for existing fleet operations:*
   - Application must be for new fueling infrastructure that supports an existing natural gas vehicle fleet used for local and regional goods movement or other fleet operations.
   - Applicants must be able to document existing fleet needs.
3. *New fueling infrastructure or upgrades to existing infrastructure for California public and private school fleets:*
   - There must be an existing natural gas school fleet. New fueling infrastructure requests must be supported with documentation showing why the existing fueling infrastructure is not sufficient to meet school fleet requirements.
   - Upgrade must be for a fueling station owned by the school or school district.

Eligible Project Requirements

- **Electricity**

1. *Residential EVSE (existing single family and multi-unit dwellings) requirements:*
   - Project is for the installation or upgrade of Level 2 EVSE only.
   - Level 2 EVSE requirements**:**
     - Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent
     - Must be an Alternating Current (AC) 208-240 volt electrical charger
     - Must meet the Society of Automotive Engineers (SAE) J1772 or most recent standard
     - Must have an approved SAE J1772 coupler
     - Must have a two-year warranty with full replacement and onsite service
   - Coordinate with local agencies to streamline the permitting process and notify utilities prior to installation.
   - The project must be completed within 12 months of agreement execution.

Eligible Project Requirements

Electricity Continued…

2. *Workplace EVSE*

- Project is for the installation or upgrade of Level 1 or Level 2 EVSE
- Level 1 EVSE requirements:
  - Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent
  - Must have an approved SAE J1772 coupler
  - Must be an AC 110 - 120 volt electrical charger
  - Must have a two-year warranty with full replacement guarantee
- Level 2 EVSE requirements**:**
  - Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent
  - Must have an approved SAE J1772 coupler
  - Must meet the SAE J1772 or most recent standard
  - Must be an AC 208-240 volt electrical charger
  - Must have a two-year warranty with full replacement and onsite service
- Coordinate with local agencies to streamline the permitting process and notify utilities prior to installation.
- The project must be completed within 12 months of agreement execution.

Eligible Project Requirements

Electricity Continued….

3. *Fleet EVSE*

- Project is for the installation or upgrade of Level 1 or Level 2 EVSE
- Level 1 EVSE requirements:
  - Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent
  - Must have an approved SAE J1772 coupler
  - Must be an AC 110-120 volt electrical charger
  - Must have a two-year warranty with full replacement guarantee
- Level 2 EVSE requirements:
  - Must be certified by the Underwriters Laboratories, Inc. (UL), or equivalent
  - Must have an approved SAE J1772 coupler
  - Must be an AC 208-240 volt electrical charger
  - Must meet the SAE J1772 or most recent standard
  - Must have a two-year warranty with full replacement and onsite service
- Coordinate with local agencies to streamline the permitting process and notify utilities prior to installation.
- The project must be completed within 12 months of agreement execution.

Eligible Project Requirements

Electricity Continued…

4. *DC Fast Charger Demonstration Project*

- DC Fast Charger Requirements
  - Uses the CHAdeMO protocol with provision to upgrade to the new SAE fast charger standard while leaving CHAdeMO protocol in place for plug-in electric vehicles (PEVs). EVSE using other protocols may be co-located with a CHAdeMO protocol EVSE.
  - Ability to communicate with vehicle battery management systems.
  - Requirement for sequential charging for more than two fast chargers.
  - Must have a minimum five-year warranty of entire fast charger system with onsite service.
  - Certified by the Underwriters Laboratories, Inc (UL), or equivalent
  - Minimum 30 kW power rating and a minimum of two charging ports.
- DC fast chargers must be strategically located in order to extend the range of PEVs within and between urban areas and along transportation corridors.
- Installation must be at an existing lot or structure.
- Installation and operation must occur within 24 months of agreement execution.
- The station provides unlimited public PEV access for fast charging.

Selection of Projects & Awards Process

- Proposals will be screened based on the Screening Criteria and will be evaluated on technical merit based on the scoring criteria (Attachment B).
- Projects must pass the screening criteria and receive a minimum score of 70 percent to be considered for funding.
- Funding level, rank order of proposers, and award amounts will be released through two Notice of Proposed Awards (NOPA)
- Energy Commission staff will work with proposed awardees to finalize agreement documents for approval at an Energy Commission Business Meeting

Two Round Scoring Process

- Scoring and proposing of awards will be conducted in two rounds
  - **Round 1**: Projects that can commit to submitting California Environmental Quality Act (CEQA) compliance documentation by May 1, 2012
  - **Round 2**: Projects that will submit CEQA compliance documentation after May 1, 2012

Two Round Scoring Process (Cont.)

- **Round 1** projects will be scored first and the first Notice of Proposed Award (NOPA) released funding up to $9.81 M
- **Round 2** projects will be scored and a second NOPA released proposing awards for the remainder of the funding
- Passing projects that are unfunded in Round 1, or Round 1 projects that are unable to submit their CEQA documentation in time will be merged onto the second NOPA with their original score

California Environmental Quality Act (CEQA)

•All projects are subject to CEQA Review

•Applicants are strongly encouraged to investigate the potential of their project to require a discretionary approval, to identify early the appropriate Lead Agency with authority to determine CEQA obligations, and to comply with CEQA in a timely fashion.

- Alternative fuel stations are typically categorically exempt from the CEQA preview process, but it is recommended that applicants get the appropriate documentation and permits from the Lead Agency.

•No awards can be advanced for Commission approval until CEQA compliance is documented and completed

Grounds for Rejection

Applications WILL be rejected if:

- Application is not received by 4 PM on March 14
- Cover Page (s) is not signed by the authorized representative
- Required minimum 50 percent non-state match funding is not budgeted
- Project partners are not identified and documentation confirming their role and participation is not provided (if applicable)
- Project is not an eligible project (section 6).
- Application contains confidential information

Grounds for Rejection

Projects MAY be rejected and not considered for funding if:

- Any proposal requirements are missing or incomplete

Proposal Requirements

1. Application Cover Page
2. Executive Summary
3. Application Narrative
4. Scope of Work
5. Schedule of Products and Due Dates
6. Budget
7. Localized Health Impacts Information
8. CEQA Compliance Form

Application Cover Page: Must include a complete and signed cover page shown in Attachment A

Executive Summary: Must include project description, project goals, projected costs and yields, and any other quantitative and measurable objectives to be achieved (2 page limit)

Application Narrative: Detailed description of the proposed project, including the entity that will own and operate the proposed project, and operational goals and objectives. Includes responses to scoring criteria (Attachment B).

Scope of Work and Schedule: Attachments D and E. All work must be scheduled for completion by 3/31/2016.

CEQA Compliance Form: Applicants must complete Attachment L. The Energy Commission requires this information to assist its own determination under the California Environmental Quality Act

Budget: Complete budget forms contained in attachment F, including B-6 (Loaded Rate Calculation).

Scoring Criteria

1.	Fuel Throughput/ Vehicles Fleets Affected	70 points
2.	Cost Effectiveness/Match Share	30 points
	Total:	100 points

Scoring Criteria

1. **Fuel Throughput/ Vehicles Fleets Affected** (70 points)

   - Points awarded under this criteria vary for each fuel. See attachment B for details.

2. **Cost Effectiveness/Match Share** (30 points)

   - How the budget will be cost-effective in completing the proposed station(s)/chargers. Stations which are more cost-effective will be scored higher.
   - Describe the amount of non-state Match Funds (cash and/or in-kind)
   - Describe and quantify the cost effectiveness of the proposed station for reducing greenhouse gas emissions and petroleum use, and document any assumptions used.

Scoring Criteria

2. Cost Effectiveness/Match Share (Cont.)

A. Diesel Substitutes, CNG stations, LNG or L/CNG stations, E85 stations, and propane stations (excluding school fleets)

- Ten points of the 30 points available for the scoring criterion will be determined by:
  - Applicant brings in a greater amount of cash match (not including in-kind, equipment valuations, or other non-cash types of match) above the minimum amount of identified for each fuel type.
  - The project demonstrates a cost share beyond the nominal business expenses.
- Applicants that provide cost share above the minimum required match up to 75% will receive additional points as indicated in Attachment B

B. Residential, Workplace, and Fleet EVSE

- Ten points of the 30 points available for this scoring criterion will be assigned as follows:
- Within each charging level (for example – Level 1, Level 2) projects will receive points based on the cost of the units. Points will be allocated linearly beginning with 10 points for the lowest priced units and ending with 1 point for the most expensive.

Project Preferences and Incentives

- **School Fleet Propane Preference:** The Energy Commission recognizes that schools have the greatest need for funding for new propane fueling stations, based on limited school funds for such infrastructure and greater use. School district propane infrastructure funding will support propane school buses that have also been funded under the ARFVT Program in previous years. Therefore, funds for propane will be made available to qualified public and private entities only after qualified school districts are funded.

- **NoRTEC Propane Preference:** The Northern Rural Training Employment Consortium (NoRTEC) is a program in eleven Northern California counties that aims to provide workforce training to people in rural areas. Propane is considered the most viable option for this region because of the number of rural communities in this area and their accessibility to propane. See Attachment B, Scoring Criteria, for more information.

Project Preferences and Incentives

- **Renewable Natural Gas Incentive**: In order to encourage the production and use of renewable natural gas, the Energy Commission will provide an additional 5% of the total project costs, up to the caps listed in section 9, to applications for new natural gas fueling stations that will dispense renewable natural gas. To qualify for the renewable natural gas incentive, the applicant must ensure that 5% of the natural gas dispensed on an annual basis is renewable biogas. The applicant must document the source of the renewable gas from an existing production facility or a facility that is under construction at the time the application is submitted.

Schedule

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Release of Solicitation	February 8, 2012
Proposal Workshop	February 21, 2012
Deadline to Submit Questions	February 21, 2012, no later than 3:00 pm
Posting of Answers (estimated)	February 28, 2012
Proposals Due	March 14, 2012, no later than 4:00 pm
Post First Notice of Proposed Awards (estimated)	April 2012
Approval of First Round Awards at CEC Business Meeting (estimated)	June 2012
Anticipated date for work to begin (estimated)	2-4 weeks after approval of award

QUESTIONS

All questions are due today by 3:00 pm

Please submit questions to:

dnichols@energy.state.ca.us

Attn: PON-11-602/Alternative Fuels Infrastructure