



STATE OF CALIFORNIA

**GRANT REQUEST FORM (GRF)**

CEC-270 (Revised 12/2019)

CALIFORNIA ENERGY COMMISSION

**A) New Agreement # ARV-21-008 (to be completed by CGL office)**

<b>B) Division</b>	<b>Agreement Manager:</b>	<b>MS-</b>	<b>Phone</b>
600 Fuels and Transportation Division	Marc Perry	27	916-931-9424

<b>C) Recipient's Legal Name</b>	<b>Federal ID #</b>
Los Angeles Cleantech Incubator	45-4998717

<b>D) Title of Project</b>
An Investment Blueprint for Heavy Duty Charging to Support Battery-Electric Drayage along the I-710 Corridor

**E) Term and Amount**

<b>Start Date</b>	<b>End Date</b>	<b>Amount</b>
07 / 15 / 2021	11 / 30 / 2022	\$ 199,892.00

**F) Business Meeting Information**

☐ ARFVTP agreements \$75K and under delegated to Executive Director

Proposed Business Meeting Date 07 / 15 / 2021 ☐ Consent ☒ Discussion

Business Meeting Presenter Kathryn Reid Time Needed: 5 minutes

Please select one list serve. Altfuels (AB118- ARFVTP)

**Agenda Item Subject and Description:**

LOS ANGELES CLEANTECH INCUBATOR. Proposed resolution approving Agreement ARV-21-008 with Los Angeles Cleantech Incubator (LACI) for a \$199,892 grant to create a planning blueprint for the deployment of infrastructure that will support the electrification of heavy-duty battery electric trucks in order to provide freight movement along Interstate 710 using a framework that can be applied to other freight corridors, and adopting staff's determination that this action is exempt from CEQA. (Clean Transportation Program funding.) Contact: Marc Perry. (Staff Presentation: 5 minutes)

**G) California Environmental Quality Act (CEQA) Compliance**

1. Is Agreement considered a "Project" under CEQA?

☒ Yes (skip to question 2) ☐ No (complete the following (PRC 21065 and 14 CCR 15378)):

Explain why Agreement is not considered a "Project":

Agreement will not cause direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because .

2. If Agreement is considered a "Project" under CEQA:

a) ☐ Agreement **IS** exempt.

☐ Statutory Exemption. List PRC and/or CCR section number:

☒ Categorical Exemption. List CCR section number: Cal. Code Regs, tit. 14, §15306

☐ Common Sense Exemption. 14 CCR 15061 (b) (3)



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Explain reason why Agreement is exempt under the above section: Information Collection, provides that projects which consist of basic data collection, research and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource are categorically exempt from the provisions of CEQA. This project consists of developing a planning document for possible, future deployment of zero emission vehicles and related infrastructure equipment. The project will not cause direct physical changes to the environment, and there will be no physical construction. This project involves data collection, technology assessment, public outreach, administrative coordination efforts, planning, and similar activities. Therefore, the proposed project will have no significant effect on the environment and is categorically exempt under section 15306.

- b) ☐ Agreement **IS NOT** exempt. (Consult with the legal office to determine next steps)

Check all that apply

- ☐ Initial Study  
☐ Negative Declaration  
☐ Mitigated Negative Declaration  
☐ Environmental Impact Report  
☐ Statement of Overriding Considerations

**H) List all subcontractors (major and minor) and equipment vendors:** (attach additional sheets as necessary)

<b>Legal Company Name:</b>	<b>Budget</b>
AMPLIFY Power	\$ 48,000.00
East Yard Communities for Environmental Justice	\$ 10,000.00
	\$

**I) List all key partners:** (attach additional sheets as necessary)

<b>Legal Company Name:</b>

**J) Budget Information**

<b>Funding Source</b>	<b>Funding Year of Appropriation</b>	<b>Budget List Number</b>	<b>Amount</b>
ARFVTP	FY 18/19	601.118K	\$199,892.00
Funding Source			\$
Funding Source			\$
Funding Source			\$
Funding Source			\$

R&D Program Area: Select Program Area      TOTAL: \$

Explanation for "Other" selection

Reimbursement Contract #:

Federal Agreement #:



**GRANT REQUEST FORM (GRF)**

**K) Recipient's Contact Information**

**1. Recipient's Administrator/Officer**

Name: Shannon Wright  
Address: 525 S. Hewitt Street  
City, State, Zip: Los Angeles, CA  
90013  
Phone: (213) 358-6500  
E-Mail: swright@laincubator.org

**2. Recipient's Project Manager**

Name: Michelle Kinman  
Address: 525 S. Hewitt Street  
City, State, Zip: Los Angeles, CA  
90013  
Phone: (213) 358-6500  
E-Mail: michelle@laci.org

**L) Selection Process Used**

- ☒ Competitive Solicitation      Solicitation #: GFO-20-601  
☐ First Come First Served Solicitation      Solicitation #: - -

**M) The following items should be attached to this GRF**

- |   |   |                                   |
|---|---|-----------------------------------|
| 1. Exhibit A, Scope of Work                         | <input checked="" type="checkbox"/>     | Attached                          |
| 2. Exhibit B, Budget Detail                         | <input checked="" type="checkbox"/>     | Attached                          |
| 3. CEC 105, Questionnaire for Identifying Conflicts | <input checked="" type="checkbox"/>     | Attached                          |
| 4. Recipient Resolution                             | <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Attached |
| 5. CEQA Documentation                               | <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Attached |

\_\_\_\_\_  
**Agreement Manager**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Office Manager**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Deputy Director**

\_\_\_\_\_  
**Date**

## Exhibit A SCOPE OF WORK

### TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Drayage Truck Traffic Density Mapping
3		Priority Drayage Charging Depot Selection
4	X	Drayage Truck Charging Depot Business Model
5		Project Fact Sheet
6		Investment Blueprint for Drayage Truck Charging Depots on the I-710 Corridor

### KEY NAME LIST

Task #	Key Personnel	Key Subcontractor(s)	Key Partner(s)
1	Jack Symington, Michelle Kinman		
2	Jack Symington	GeoStamp	
3	Shevonne Sua, Jack Symington, Michelle Kinman	East Yard Communities for Environmental Justice	Southern California Edison, Los Angeles Department of Water and Power
4	Jack Symington, Simon Lonsdale (AMPLY)	AMPLY Power	Harbor Trucking Association
5	Shevonne Sua, Jack Symington, Michelle Kinman, Matt Petersen		

### GLOSSARY

*Specific terms and acronyms used throughout this scope of work are defined as follows:*

Term/ Acronym	Definition
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer
CEC	California Energy Commission
Class 8 Vehicle	Vehicle with gross vehicle weight rating > 33,000 lbs.

Clean Transportation Program	Formerly known as Alternative and Renewable Fuel and Vehicle Technology Program
CPR	Critical Project Review
Drayage	Freight-hauling of a short distance, usually from a seaport or railyard to an intermodal warehouse
EVSE	Electric Vehicle Supply Equipment (chargers)
FTD	Fuels and Transportation Division
HTA	Harbor Trucking Association
LACI	Los Angeles Cleantech Incubator
Ports of San Pedro	The Port of Los Angeles and the Port of Long Beach

## BACKGROUND

Assembly Bill (AB) 118 (Núñez, Chapter 750, Statutes of 2007), created the Clean Transportation Program (formerly known as the Alternative and Renewable Fuel and Vehicle Technology Program). The statute authorizes the California Energy Commission (CEC) to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. AB 8 (Perea, Chapter 401, Statutes of 2013) re-authorizes the Program through January 1, 2024, and specifies that the CEC allocate up to \$20 million per year (or up to 20 percent of each fiscal year's funds) in funding for hydrogen station development until at least 100 stations are operational. The Clean Transportation Program has an annual budget of approximately \$100 million and provides financial support for projects that:

- Reduce California's use and dependence on petroleum transportation fuels and increase the use of alternative and renewable fuels and advanced vehicle technologies.
- Produce sustainable alternative and renewable low-carbon fuels in California.
- Expand alternative fueling infrastructure and fueling stations.
- Improve the efficiency, performance, and market viability of alternative light-, medium-, and heavy-duty vehicle technologies.
- Retrofit medium- and heavy-duty on-road and non-road vehicle fleets to alternative technologies or fuel use.
- Expand the alternative fueling infrastructure available to existing fleets, public transit, and transportation corridors.
- Establish workforce training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

The CEC issued GFO-20-601 entitled "Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure" under the CEC's Clean Transportation Program. To be eligible for funding under GFO-20-601, projects must also be consistent with the CEC's current Clean Transportation Program Investment Plan, updated annually. In response

to GFO-20-601, the Recipient submitted Proposal #20, which was proposed for funding in the CEC's Notice of Proposed Awards on April 8, 2021. GFO-20-601 is hereby incorporated by reference into this Agreement in their entirety.

In the event of any conflict or inconsistency between the terms of the Solicitation and the terms of the Recipient's Application, the Solicitation shall control. Similarly, in the event of any conflict or inconsistency between the terms of this Agreement and the terms of the Recipient's Application, the terms of this Agreement shall control.

**Problem Statement:**

The Ports of San Pedro has set ambitious but achievable targets to reach 100 percent zero emission drayage trucks by the year 2035, a critical milestone for California in meeting Governor Newsom's new zero-emission truck goals and ending the negative health impacts faced by communities adjacent to Interstate 710 (I-710) and other freight movement corridors. To prepare for on-road Class 8 battery-electric truck deployments, however, the communities surrounding the Ports of San Pedro need to develop strategies for deploying infrastructure that both minimizes the burden for fleets and encourages early adoption. Identifying opportunities to leverage optimal grid layouts in order to reduce upfront capital investments and incorporating a sustainable business model to ensure long-term viability will prepare the region for this transition to clean, zero-emission goods movement technology.

Infrastructure remains a key barrier to battery-electric adoption due to the cost and complexity associated with installing the advanced infrastructure needed to meet the demanding duty cycles of drayage operations. These operations consist of many short-haul trips, making them optimal candidates for electrification. Due to the massive, economically-unfeasible facility upgrades needed to electrify transportation at many sites, there needs to be a regional effort to prioritize affordable infrastructure deployments. By identifying those sites that are in a position to effectively leverage existing infrastructure, the region can cost effectively minimize needed capital at the beginning of this transition, and agencies, fleets, and other land use stakeholders can coordinate investments that prioritizes immediate deployments, taking advantage of existing infrastructure.

**Goals of the Agreement:**

To develop an investment framework for heavy-duty electric vehicle supply equipment (EVSE) that intermodal regions across the state can replicate in order to deploy the charging infrastructure necessary to meet the Ports of San Pedro's plan to transition to 100 percent zero emission drayage trucks by 2035.

**Objectives of the Agreement:**

The objective of this Agreement is to create an investment blueprint that incorporates grid infrastructure and drayage duty cycles to identify priority locations for public or private heavy-duty charging infrastructure adjacent to I-710 that will support battery-electric trucks serving the Ports of San Pedro.

## **TASK 1 ADMINISTRATION**

### **Task 1.1 Attend Kick-off Meeting**

The goal of this task is to establish the lines of communication and procedures for implementing this Agreement. The Commission Agreement Manager (CAM) shall designate the date and location of this meeting and provide an agenda to the Recipient prior to the meeting.

#### **The Recipient shall:**

- Attend a “Kick-Off” meeting with the CAM, the Commission Agreement Officer (CAO), and a representative of the CEC Accounting Office. The Recipient shall bring their Project Manager, Agreement Administrator, Accounting Officer, and any others determined necessary by the Recipient or specifically requested by the CAM to this meeting.
- Discuss the following administrative and technical aspects of this Agreement:
  - Agreement Terms and Conditions
  - Critical Project Review (Task 1.2)
  - Match fund documentation (Task 1.6) No reimbursable work may be done until this documentation is in place.
  - Permit documentation (Task 1.7)
  - Subcontracts needed to carry out project (Task 1.8)
  - The CAM’s expectations for accomplishing tasks described in the Scope of Work
  - An updated Schedule of Products and Due Dates
  - Monthly Progress Reports (Task 1.4)
  - Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)
  - Final Report (Task 1.5)

#### **Recipient Products:**

- Updated Schedule of Products
- Updated List of Match Funds
- Updated List of Permits

#### **Commission Agreement Manager Product:**

- Kick-Off Meeting Agenda

## **Task 1.2 Critical Project Review (CPR) Meetings**

CPRs provide the opportunity for frank discussions between the CEC and the Recipient. The goal of this task is to determine if the project should continue to receive CEC funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

The CAM may schedule CPR meetings as necessary, and meeting costs will be borne by the Recipient.

Meeting participants include the CAM and the Recipient and may include the CAO, the Fuels and Transportation Division (FTD) program lead, other CEC staff and Management as well as other individuals selected by the CAM to provide support to the CEC.

### **The CAM shall:**

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the CEC, but they may take place at another location or remotely.
- Send the Recipient the agenda and a list of expected participants in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.
- Conduct and make a record of each CPR meeting. Prepare a schedule for providing the written determination described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (please see section 8 of the Terms and Conditions). If the CAM concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Commissioner for Transportation for his or her concurrence.
- Provide the Recipient with a written determination in accordance with the schedule. The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

### **The Recipient shall:**

- Prepare a CPR Report for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The Recipient shall submit these documents to the CAM and any other designated reviewers at least 15 working days in advance of each CPR meeting.
- Present the required information at each CPR meeting and participate in a discussion about the Agreement.



**CAM Products:**

- Agenda and a list of expected participants
- Schedule for written determination
- Written determination

**Recipient Product:**

- CPR Report(s)

**Task 1.3 Final Meeting**

The goal of this task is to closeout this Agreement.

**The Recipient shall:**

- Meet with CEC staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.  
This meeting will be attended by, at a minimum, the Recipient, the CAO, and the CAM. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the CAM.  
The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The CAM will determine the appropriate meeting participants.  
The administrative portion of the meeting shall be a discussion with the CAM and the CAO about the following Agreement closeout items:
  - What to do with any equipment purchased with CEC funds (Options)
  - CEC request for specific “generated” data (not already provided in Agreement products)
  - Need to document Recipient’s disclosure of “subject inventions” developed under the Agreement
  - “Surviving” Agreement provisions
  - Final invoicing and release of retention
- Prepare a schedule for completing the closeout activities for this Agreement.

**Products:**

- Written documentation of meeting agreements
- Schedule for completing closeout activities

### **Task 1.4 Monthly Progress Reports**

The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

#### **The Recipient shall:**

- Prepare a Monthly Progress Report which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Each progress report is due to the CAM within 10 days of the end of the reporting period. The recommended specifications for each progress report are contained in Section 6 of the Terms and Conditions of this Agreement.
- In the first Monthly Progress Report and first invoice, document and verify match expenditures and provide a synopsis of project progress, if match funds have been expended or if work funded with match share has occurred after the notice of proposed award but before execution of the grant agreement. If no match funds have been expended or if no work funded with match share has occurred before execution, then state this in the report. All pre-execution match expenditures must conform to the requirements in the Terms and Conditions of this Agreement.

#### **Product:**

- Monthly Progress Reports

### **Task 1.5 Final Report**

The goal of the Final Report is to assess the project's success in achieving the Agreement's goals and objectives, advancing science and technology, and providing energy-related and other benefits to California.

The objectives of the Final Report are to clearly and completely describe the project's purpose, approach, activities performed, results, and advancements in science and technology; to present a public assessment of the success of the project as measured by the degree to which goals and objectives were achieved; to make insightful observations based on results obtained; to draw conclusions; and to make recommendations for further projects and improvements to the FTD project management processes.

The Final Report shall be a public document. If the Recipient has obtained confidential status from the CEC and will be preparing a confidential version of the Final Report as well, the Recipient shall perform the following activities for both the public and confidential versions of the Final Report.

**The Recipient shall:**

- Prepare an Outline of the Final Report.
- Prepare a Final Report following the latest version of the Final Report guidelines which will be provided by the CAM. The CAM shall provide written comments on the Draft Final Report within 15 working days of receipt. The Final Report must be completed at least 60 days before the end of the Agreement Term.
- Submit one copy of the Final Report with the final invoice.

**Products:**

- Outline of the Final Report
- Draft Final Report
- Final Report

**Task 1.6 Identify and Obtain Matching Funds**

The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds shall be spent concurrently or in advance of CEC funds for each task during the term of this Agreement. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

**The Recipient shall:**

- Prepare a letter documenting the match funding committed to this Agreement and submit it to the CAM at least two working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the CEC awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the CEC awarding this Agreement, then provide in the letter a list of the match funds that identifies the:
  - Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
  - Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.

- Provide a copy of the letter of commitment from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information to the CAM if during the course of the Agreement additional match funds are received.
- Notify the CAM within 10 days if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR meeting.

**Products:**

- A letter regarding match funds or stating that no match funds are provided
- Copy(ies) of each match fund commitment letter(s) (if applicable)
- Letter(s) for new match funds (if applicable)
- Letter that match funds were reduced (if applicable)

**Task 1.7 Identify and Obtain Required Permits**

The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient shall budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

**The Recipient shall:**

- Prepare a letter documenting the permits required to conduct this Agreement and submit it to the CAM at least two working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
  - A list of the permits that identifies the:
    - Type of permit

- Name, address and telephone number of the permitting jurisdictions or lead agencies
  - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the appropriate information on each permit and an updated schedule to the CAM.
- As permits are obtained, send a copy of each approved permit to the CAM.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the CAM within five working days. Either of these events may trigger an additional CPR.

**Products:**

- Letter documenting the permits or stating that no permits are required
- A copy of each approved permit, if applicable
- Updated list of permits as they change during the term of the Agreement, if applicable
- Updated schedule for acquiring permits as changes occur during the term of the Agreement, if applicable
- A copy of each final approved permit, if applicable

**Task 1.8 Obtain and Execute Subcontracts**

The goal of this task is to ensure quality products and to procure subcontractors required to carry out the tasks under this Agreement consistent with the Agreement Terms and Conditions and the Recipient's own procurement policies and procedures. It will also provide CEC an opportunity to review the subcontracts to ensure that the tasks are consistent with this Agreement, and that the budgeted expenditures are reasonable and consistent with applicable cost principles.

**The Recipient shall:**

- Manage and coordinate subcontractor activities.
- Submit a draft of each subcontract required to conduct the work under this Agreement to the CAM for review.
- Submit a final copy of the executed subcontract.

- If Recipient decides to add new subcontractors, then the Recipient shall notify the CAM.

**Products:**

- Letter describing the subcontracts needed, or stating that no subcontracts are required
- Copy of draft subcontracts
- Copy of final subcontracts

**TECHNICAL TASKS**

**TASK 2 DRAYAGE TRUCK TRAFFIC DENSITY MAPPING**

The goal of this task is to identify priority sites for charging depots adjacent to the I-710 freight corridor by following a framework to optimize utilization while minimizing upfront capital costs. This includes mapping truck densities during charging windows to identify locations where charging can seamlessly incorporate into drayage operations.

**The Recipient shall:**

- Create an I-710 Corridor Drayage Traffic Data Parameter List for data procurement. Provide a copy to the CAM.
- Purchase mapping tool to locate truck densities during typical charging windows.
- Create an I-710 Corridor Drayage Traffic Density Map with specific facilities that would attract high-utilization of chargers. Provide a copy to the CAM.

**Products:**

- I-710 Corridor Drayage Traffic Data Parameters List
- I-710 Corridor Drayage Traffic Density Map

**TASK 3 PRIORITY DRAYAGE CHARGING DEPOT SELECTION**

The goal of this task is to determine which highly-trafficked drayage locations can support the load requirements of heavy-duty charging depots with minimal investment, based on adjacent grid circuits and regulatory frameworks. With this information in hand, the project team will deliver a map of locations that can cost-effectively support drayage charging depots.

**The Recipient shall:**

- Create an Analysis of Grid Characteristics to Support Heavy-Duty Charging Depots report to identify adequate grid circuits, as well as additional grid characteristics, that are best suited to support charging depots. Provide a copy to the CAM.

- Identify key regulatory and operational requirements to be considered by fleets and facility managers when analyzing installation scale and timeline.
- Consult existing research for the operational requirements of shared charging depots.
- Determine which feasible locations are of high community priority for air pollution mitigation.
- Create an I-710 Corridor Priority Development Charging Depots map, consisting of locations identified as having adequate drayage traffic density with amenable grid characteristics. Provide a copy to the CAM.

**Products:**

- Report: “Analysis of Grid Characteristics Supporting Heavy-Duty Charging Depots Report”
- Map: “I-710 Corridor Priority Development Charging Depots Map”

#### **TASK 4 DRAYAGE TRUCK CHARGING DEPOT BUSINESS MODEL**

The goal of this task is to build a business model for drayage charging depots, including both initial capital investment required and ongoing operational costs that accommodate drayage fleet needs, taking all financing needs into account. This will include identifying charging and energy management strategies that accommodate site constraints while providing to fleets predictable fueling costs.

**The Recipient shall:**

- Identify important cost structures for drayage fleets and develop an operating model for charging that can attract early adopters to battery-electric drayage.
- Secure commitments from representatives of four of the priority locations through targeted outreach and partner referrals.
- Conduct top-level assessments of four identified priority development charging depots to estimate initial capital investment required to deploy EVSE.
- Develop a Drayage Truck Charging Depot Business Model report, in consideration of the operational and financing requirements of fleets, locations, and energy service providers, which includes optimal energy management strategies to accommodate charging needs and total energy consumption. Provide a copy to the CAM.

**Products:**

- Report: “Drayage Truck Charging Depot Business Model”

**[CPR MAY OCCUR DURING THIS TASK. See Task 1.2 for details.]**

## **TASK 5 PROJECT FACT SHEET**

The goal of this task is to develop an initial and final project fact sheet that describes the CEC-funded project and the benefits resulting from the project for the public and key decision makers.

### **The Recipient shall:**

- Prepare an Initial Project Fact Sheet at start of the project that describes the project and the expected benefits. Use the format provided by the CAM.
- Prepare a Final Project Fact Sheet at the project's conclusion that describes the project, the actual benefits resulting from the project, and lessons learned from implementing the project. Use the format provided by the CAM.
- Provide at least (6) six High Quality Digital Photographs (minimum resolution of 1300x500 pixels in landscape ratio) from the project.

### **Products:**

- Initial Project Fact Sheet
- Final Project Fact Sheet
- High Quality Digital Photographs

## **TASK 6 INVESTMENT BLUEPRINT FOR DRAYAGE TRUCK CHARGING DEPOTS ON THE I-710 CORRIDOR**

The goal of this task is to develop the “Drayage Truck Charging Depot Business Model” into a broader investment blueprint for the region, incorporating priority sites and operational solutions. The project team will also share results with stakeholders to refine the investment blueprint for implementation that will lay the groundwork for a charging network supporting 100 percent battery-electric drayage trucks along the I-710 corridor.

### **The Recipient shall:**

- Estimate number of EVSE needed along the I-710 corridor to support 100 percent zero emission drayage.
- Identify the investments required to deploy the number of EVSE and depots needed along the I-710 corridor.
- Convene key stakeholders to share the blueprint and solicit feedback to optimize the implementation strategy.
- Create the “Investment Blueprint for Drayage Truck Charging Depots on the I-710 Corridor” report. Provide a draft and final copy to the CAM.

### **Products:**

- Report: “Investment Blueprint for Drayage Truck Charging Depots on the I-710 Corridor” (Draft and Final)



STATE OF CALIFORNIA

STATE ENERGY RESOURCES  
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION - RE: LOS ANGELES CLEANTECH INCUBATOR

**RESOLVED**, that the State Energy Resources Conservation and Development Commission (CEC) adopts the staff CEQA findings contained in the Agreement or Amendment Request Form (as applicable); and

**RESOLVED**, that the CEC approves Agreement ARV-21-008 with Los Angeles Cleantech Incubator for a \$199,892 grant to create a planning blueprint for the deployment of infrastructure that will support the electrification of HD battery electric trucks to provide freight movement along Interstate 710 using a framework that can be applied to other freight corridors; and

**FURTHER BE IT RESOLVED**, that the Executive Director or his/her designee shall execute the same on behalf of the CEC.

**CERTIFICATION**

The undersigned Secretariat to the CEC does hereby certify that the foregoing is a full, true, and correct copy of a Resolution duly and regularly adopted at a meeting of the CEC held on July 15, 2021.

AYE:

NAY:

ABSENT:

ABSTAIN:

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Liza Lopez  
Secretariat