



STATE OF CALIFORNIA

GRANT REQUEST FORM (GRF)

CEC-270 (Revised 12/2019)

CALIFORNIA ENERGY COMMISSION

A) New Agreement # ARV-21-033 (to be completed by CGL office)

B) Division	Agreement Manager:	MS-	Phone
600 Fuels and Transportation Division	Wendell Krell		916-805-7485

C) Recipient's Legal Name	Federal ID #
City of Culver City	95-6000701

D) Title of Project
BEB Transportation Facility Electrification Transition Plan

E) Term and Amount

Start Date	End Date	Amount
09 / 8 / 2021	12 / 31 / 2022	\$ 200,000

F) Business Meeting Information

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

Proposed Business Meeting Date 09 / 08 / 2021 ☐ Consent ☒ Discussion

Business Meeting Presenter Wendell Krell Time Needed: 5 minutes

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

Agenda Item Subject and Description:

City of Culver City. Proposed resolution approving Agreement ARV-21-033 with the City of Culver City for a \$200,000 grant to develop a blueprint for installing depot charging infrastructure to support the transition of the city's MD/HD vehicles to all electric by 2028, and adopting staff's determination that this action is exempt from CEQA. (Clean Transportation Program funding). Contact: Wendell Krell (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) Explain reason why Agreement is exempt under the above section: Cal. Code Regs, tit. 14, §15306, 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



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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)

Legal Company Name:	Budget
Center for Transportation and the Environment, Inc. (match funds only)	\$ 0
AECOM Technical Services, Inc.	\$ 200,000
	\$

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

Legal Company Name:
Southern California Edison Company

J) Budget Information

Funding Source	Funding Year of Appropriation	Budget List Number	Amount
ARFVTP	FY 19/20	601.118L	\$200,000
Funding Source			\$
Funding Source			\$
Funding Source			\$
Funding Source			\$

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

Explanation for "Other" selection

Reimbursement Contract #: Federal Agreement #:

K) Recipient's Contact Information**1. Recipient's Administrator/Officer**

Name: Michael Tobin

Address: 4343 Duquesne Ave

City, State, Zip: Culver City, CA
90232

Phone: (310) 253 -6593



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E-Mail: michael.tobin@culvercity.org

2. Recipient's Project Manager

Name: Allison Cohen

Address: 4343 Duquesne Ave

CALIFORNIA ENERGY COMMISSION

City, State, Zip: Culver City, CA
90232

Phone: (310) 253 -6543

E-Mail: allison.cohen@culvercity.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 type="checkbox"/> N/A | <input checked="" type="checkbox"/> | Attached |

Agreement Manager

Date

Office Manager

Date _____

Deputy Director

Date

Exhibit A SCOPE OF WORK

TECHNICAL TASK LIST

Task #	Task Name
1	Administration
2	30% Planning Documentation
3	Project Fact Sheet
4	Blueprint

KEY NAME LIST

Task #	Key Personnel	Key Subcontractor(s)	Key Partner(s)
1	Mike Tobin		
2	Allison Cohen	CTE & AECOM	
3	Mike Tobin/Allison Cohen		
4	Mike Tobin/Allison Cohen	CTE & AECOM	

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
Clean Transportation Program	Formerly known as Alternative and Renewable Fuel and Vehicle Technology Program
CPR	Critical Project Review
CTE	Center for Transportation and the Environment
BEB	Battery Electric Bus
FETP	Facility Electrification Transition Plan
FTD	Fuels and Transportation Division
GHG	Greenhouse Gas
OEM	Original Equipment Manufacturer

Term/ Acronym	Definition
PM	Project Manager
Recipient	City of Culver City, Culver City
SCE	Southern California Edison
ZEB	Zero Emission Bus

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 #6, 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 manufacturers of battery electric transit vehicles and charging systems are regularly innovating electric battery technologies, battery capacities, charging systems, and bus configurations to meet the challenges facing transit agencies who are interested in transitioning to an electric fleet. Some of the tasks to consider for the transitioning phase include accessibility, range, interoperability, speed, knowledge-base and skillsets of maintenance professionals, as well as comfort, and convenience of Bus Operators. Additionally, tasks associated with infrastructure needs include charging rate, speed, conduits, overall voltage required, Southern California Edison (SCE) infrastructure required, agency parking and traffic flow. However, by addressing both bus and infrastructure requirements in congruence, transit properties such as Culver City will be in a much better position for the successful transition to electric vehicle technology. While electric bus technology is becoming increasingly commercially viable, there remains a number of barriers that government transit agencies such as Culver City face when it comes to adoption of zero emission technology. This funding will assist Culver City in drafting a plan that will address each of the following issues.

Scientific and technological

- **Limitations of the charging ports and stations:** Electric vehicle charging infrastructure is expensive, and installing stations takes not just money, but also time, patience, expertise. Culver City staff lack the requisite amount of subject matter expertise and the scientific and technological capacity to understand and make an informed decision with regards to the configuration of charging infrastructure nor the benefits of one Original Equipment Manufacturer (OEM) over another. Staff would be unable to properly ascertain and therefore a contractor would need to be hired to assist in this analysis, which would be the primary input in drafting the Facility Electrification Transition Plan (FETP).
- **Grid instability:** Charging an entire fleet of electric vehicle poses a complex logistical and operational challenge. Furthermore, if not properly managed, this could have potential negative impacts on the stability of the local energy distribution grid. Therefore, a critical part of Culver City's FETP will include a charging strategy that would mitigate any impacts that could arise from full fleet electrification.
- **Difficult to determine grid infrastructure responsibilities:** One inherent challenge in fleet electrification is the difficulty in ascertaining and delineating roles and responsibilities of the transit property, the OEM, and the local utility provider as they relate to the grid infrastructure. This includes the responsibility for installation of the charging equipment, the maintenance of the equipment, as well as the construction required to connect the equipment to the grid. With regards to construction, there are questions as to who should fund the construction, and whether utilities should have opportunities in place to help properties defray capital costs required for installing and connecting charging equipment.

Market

- **Lack of standards and regulations on charging infrastructure:** As is common with nascent technology, the electric bus charging industry currently lacks standards and regulations, which is acting as a barrier to streamlining implementation. Faced with a plethora of different charging options and OEMs, staff are unable to completely ascertain

make informed decision with regards to which configuration to ultimately decide on. This is compounded by the challenge of interoperability. There are several electric bus manufacturers with proprietary charging systems. While most e-buses are charged by being plugged in at a depot, several charging strategies and technology currently on the market are vying to become the future standard. As a result, many charging systems aren't interoperable, and staff must take this into consideration when making decisions as the choice will effectively pigeonhole the agency into using a specific type of electric bus and charging infrastructure for years to come.

Cost and financial hurdles

- **Large capital expenses for grid infrastructure:** Grid infrastructure costs pose a barrier of entry for many agencies due to the exorbitant costs associated with this still emerging technology. Full fleet electrification will involve a large capital investment by the City of Culver City, and therefore a plan must be put in place to mitigate risk and to ensure that policy and investment decisions are being guided by sound information and formed through a thorough analysis of the merits of all infrastructure options. This will ensure maximum return on investment for the agency and a successful application of public dollars towards electrification efforts by the City.
- **High fuel costs:** High energy use costs could be prohibitively expensive and therefore must be taken into consideration in identifying long term investment strategy. Demand charges are typically applied based on the highest power level required in a given billing period. Therefore, charging a fleet of vehicles during peak periods will trigger excessive demand charges that can be excessively steep. Transit operators can generally mitigate demand charges by shifting charging to off peak hours, but this strategy must first be outlined in the FETP. Furthermore, Utility rates are difficult to understand, and it is difficult to analyze charging data and find ways to minimize costs without utility assistance.
- **Lack of space and land to install infrastructure:** Depot charging infrastructure takes up a large amount of space. Culver City lies directly in the heart of Los Angeles, where there is a scarcity of available real estate. Expansion would be prohibitively expensive, and therefore without the ability to expand, Culver City must carefully plan how its facility will need to transform to accommodate the various infrastructure elements required for full fleet electrification.

Goals of the Agreement:

The goal of this project is to develop the a blueprint to guide the transition of Culver City's entire bus fleet to a 100 percent zero emission fleet by 2028 that can be distributed to other transit agencies in preparation of fleet electrification as required by State of California mandate. Blueprint will include products as outlined in Task 2 and Task 3 outlined herein.

Objectives of the Agreement:

The objective of this agreement is to evaluate charging infrastructure alternatives and conceptual designs. Once an alternative is selected, recipient will develop a detailed infrastructure deployment plan as well as a site plan and infrastructure design plans.

This project will result in planning blueprints that will identify actions and milestones needed to build recipient's electric charging infrastructure. Documentation shall establish a replicable framework for the installation of charging infrastructure to support not initial deployment and a full fleet conversion within a ten-year conversion period.

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 California Energy Commission (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 Meetings

A critical project review (CPR) provides 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 Energy Commission 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 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 Commission Grants Office Officer, 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 Grants Officer 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, if requested by the CAM.
- 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 fifteen (15) working days of receipt. The Final Report must be completed at least 60 days before the end of the Agreement Term.
- Submit one bound copy of the Final Report with the final invoice.

Products:

- Outline of the Final Report, if requested
- 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 2 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 2 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 5 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)

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
- Draft subcontracts
- Final subcontracts

TECHNICAL TASKS

TASK 2 PLANNING DOCUMENTATION

Production of documentation for the near-term phases of construction. The documentation can be used as a 30 percent complete submittal . This will include documentation evidencing major stakeholder involvement. Documentation will include impacts of known general and specific requirements including current market conditions. Documents generated during will enable recipient to initiate the first phase of electrification, and can subsequently be used as a roadmap for other agencies.

The Recipient shall:

- Review initial construction engineering drawings and plans by recipient at 30% completion.
- Conduct any utility interconnection studies necessary to execute the project.
- Create a base map and civil plan map for location of make-ready and charging equipment.
- Production of documents for all non-utility-side activities.
- Prepare and update a critical path method schedule including associated phasing for activities project schedule.

Products:

- 30-Percent construction and Engineering documents
- Interconnection Studies (if necessary)
- Order of Magnitude Budget Estimate
- Base Map
- Design and Development Documents
- Preconstruction and Design Services for Permanent Chargers
- Final preconstruction critical path schedule including project phasing, overall project schedule.

TASK 3 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 4 BLUEPRINT

Output of this Task will be a blueprint providing overview of recipient's approach to execute a full fleet electrification project at the 30 percent completion mark. This will be inclusive of Task 2 and Task 3 Products. Blueprints will be provided in replicable form to assist transit agencies in initiating and executing the electrification process.

The Recipient shall:

- Coordinate and collect the required data and information to provide a clear path to success for electrification
- Establish design requirements and document
- Design Development process and related iterative review of all documents produced
- Review and approve final design documents for near-term phases of construction
- Provides means for distribution of blueprint.

Products:

- Blueprint comprising outputs of Task 2 and Task 3 in package form for distribution to agencies planning to go through electrification process of similar scope and magnitude.

STATE OF CALIFORNIA

STATE ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION CITY OF CULVER CITY

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-21-033 with the City of Culver City for a \$200,000 grant to develop a blueprint for installing depot charging infrastructure to support the transition of the city's MD/HD vehicles to all electric by 2028; 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 September 8, 2021.

AYE:

NAY:

ABSENT:

ABSTAIN:

Liza Lopez
Secretariat