

**DOCKETED**

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**Comments are due April 16, 2020 at 5:00 p.m.**

## **DRAFT SOLICITATION CONCEPT**

### **Clean Transportation Program**

# **Subject Area – Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicles (ZEV) and ZEV Infrastructure**

***No proposals are being accepted at this time.*** This is a draft compilation of a solicitation concept. Do not design or submit proposals according to this DRAFT. The actual solicitation is subject to change.

Staff will take comments and questions submitted to the docket prior to or by phone during the webinar. Comments on this DRAFT will be discussed at the April 2, 2020, Webinar. At the latest, comments are due by April 16, 2020, at 5:00 p.m. to the California Energy Commission (CEC) Dockets Unit (See Notice of Staff Webinar for additional details on how to comment).



<http://www.energy.ca.gov/contracts/index.html>

State of California  
California Energy Commission  
April 2, 2020

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**INTRODUCTION**

The Energy Commission adopted a resolution strengthening its commitment to diversity and equity in our funding programs. We continue to encourage disadvantaged and underrepresented businesses and communities to engage in and benefit from our many programs. This “draft solicitation concept” aims to deliver equitable outcomes and improve community air quality and health.

This draft solicitation concept document details the concept under consideration for a competitive grant solicitation to be issued by the CEC’s Clean Transportation Program. The goal of this solicitation is to provide grant funds to support new and existing planning efforts for medium- and heavy-duty (MD/HD) zero-emission vehicle (ZEV) fleets. Eligible vehicle types include Class 3-8 plug-in electric vehicles (PEVs) and fuel cell electric vehicles (FCEVs).

These planning “blueprints” will identify actions and milestones needed for implementation of MD/HD ZEV electric vehicle (EV) charging or hydrogen refueling infrastructure. Funds provided through this proposed solicitation will challenge project teams to accelerate the deployment of MD/HD ZEVs and ZEV infrastructure with a holistic and futuristic view of regional transportation planning. Blueprints may include a regional focus on connecting corridors.

This first-come, first-served solicitation will be open to all public and private entities that have plans to install the necessary EV charging infrastructure or hydrogen refueling equipment to support MD/HD ZEV fleets. Eligible entities must have a role in the development, planning, permitting, or oversight of MD/HD ZEVs and/or ZEV infrastructure. All projects must be located in California.

Following successful completion of a MD/HD ZEV blueprint, Applicants may be eligible for future Clean Transportation Program MD/HD ZEV infrastructure funding.

The Draft Solicitation Concept follows:

**1. AVAILABLE FUNDING**

Up to \$3 million is available for awards under this solicitation. The CEC, at its sole discretion, reserves the right to increase or decrease the amount of funds available under this solicitation.

**2. MAXIMUM AWARD**

Projects are eligible for up to 100 percent of the total project costs or \$200,000, whichever is less.

**3. NUMBER OF APPLICATIONS**

Applicants are only eligible to submit one application under this solicitation.

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**4. ELIGIBLE APPLICANTS**

This solicitation is open to all public and private entities. Every entity that applies under this solicitation must meet the solicitation requirements and must agree to the Terms and Conditions. The CEC will not award agreements to non-complying entities.

To be eligible, Applicants must have a business presence in California. All corporations, sole proprietorships, limited liability companies (LLCs) and limited partnerships (LPs) are required to be registered and in good standing with the California Secretary of State prior to entering into an agreement with the CEC. If not currently registered with the California Secretary of State, Applicants are encouraged to contact the Secretary of State's Office as soon as possible to ensure eligibility for evaluation and award (should the application be successful). For more information, contact the Secretary of State's Office via its website at [www.sos.ca.gov](http://www.sos.ca.gov). Sole proprietors using a fictitious business name must be registered with the appropriate county and provide evidence of registration to CEC prior to their project being recommended for approval at a CEC Business Meeting.

**5. ELIGIBLE PROJECTS**

To be eligible under this solicitation, the MD/HD ZEV blueprint should, at a minimum:

- Be implementable.
- Build upon, but not be duplicative of previous planning efforts funded through the CEC.
- Identify electric charging and/or hydrogen refueling requirements for MD/HD vehicles.
- Include considerations based on a community needs assessment.

The MD/HD ZEV blueprint should also:

- Identify the actions and milestones needed for implementation of ZEV infrastructure, as follows:
  - Quantitative goals and specific, realistic timelines for installation and implementation of MD/HD EV charging and/or hydrogen refueling infrastructure within the region.
  - Potential sites, maps, and accessibility to travel routes identified for proposed charging and/or refueling.
    - Identify optimal locations for ZEV infrastructure deployment and the rationale for them being considered optimal.

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- Vehicle usage and driving patterns in order to maximize and optimize the type and placement of ZEV infrastructure to support the ZEVs.
- Minimize the risks and uncertainties surrounding the design, permitting, planning, and financing of the ZEV infrastructure network through engagement.
  - Engage utilities to support grid delivery, reliability, and resiliency, and address impacts of EV charging on utility rates.
  - Engage local jurisdictions and planning organizations to ensure they are involved in the planning and permitting of the infrastructure.
  - Engage regional workplaces, business owners, and operators in the planning process and education on the benefits of ZEV transportation.
  - Engage regional community-based organizations, community leaders, California Native American Tribes, and potentially affected local residents in the planning process and education on the benefits of ZEV transportation.
  - Engage financial institutions to ensure they are educated, involved, and committed to participate in the implementation of the MD/HD ZEV blueprint.
- Analyze the combination of technologies and systems that potentially offer the best mix of economic, environmental, and technical performance specific to the region.
  - Explore innovative charging and refueling options to address potential infrastructure barriers. Technologies could include wireless, high-powered, curbside, streetlamp, and intersection chargers, solar chargers, robotic chargers, mobile chargers/refuelers, or autonomous garages.
  - Include appropriate vehicle grid integration (VGI) standards, interoperable EV infrastructure, and other methods for enhancing grid-reliability by providing data to utilities to predict charging behavior and associated impacts on the grid.
- Document actions or steps already adopted by the local jurisdiction and the impact of those actions or steps on the development of ZEV infrastructure.

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- Identify analytical tools, software applications, and data needed to improve future planning activities.
- Identify each task or area of responsibility required of the project partners and stakeholder groups to develop a replicable approach for other fleets.
- Address how the community will capture lessons learned and best practices.
- Develop an outreach strategy tailored to local community, supported by education and outreach materials appropriate for potentially affected residents, in the languages needed for the community.
- Work with community colleges, CBOs and community leaders to develop workforce development strategies that will enable training, education, and readiness for the local community workforce to obtain the requisite knowledge, skills and abilities to develop, support, and maintain the ZEV fleets.
- Summarize the types of jobs that will be created for the local community.
- Identify goals to reduce greenhouse gas (GHG) emissions, criteria air pollutants, and toxic air contaminants for the region, and the emitters at the local level that would need to be targeted.
- Identify the benefits that would accrue to disadvantaged communities (DACs), low-income communities, priority populations, and/or tribal lands to the maximum extent possible. Address health and safety, access and education, financial benefits, economic development, and consumer protection.
  - For the purposes of this solicitation, DACs are defined as communities scoring in the top 25th percentile according to the most recent California Communities Environmental Health Screening Tool: CalEnviroScreen Version 3.0 (<http://www.calepa.ca.gov/EnvJustice/GHGInvest/>).
  - For the purposes of this solicitation, priority populations include residents of (1) census tracts identified as disadvantaged by California Environmental Protection Agency per SB 535, (2) census tracts identified as low-income per AB 1550, or (3) a low-income household per AB

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1550. The following web link provides interactive maps to aid in determining geographic eligibility for disadvantaged and low-income communities: [www.arb.ca.gov/cc-communityinvestments](http://www.arb.ca.gov/cc-communityinvestments).

**6. MATCH FUNDING REQUIREMENTS**

Projects are eligible for up to 100 percent of the total project costs or \$200,000, whichever is less; therefore match funding is not required.

**7. ELIGIBLE PROJECT COSTS**

Funds must be used to develop a MD/HD ZEV blueprint planning document.

Please note that, "If a project is one that helps the Applicant meet a performance requirement mandated by local, regional, state, or federal law, rule, or regulation, the project shall not be eligible for funding" (20 CCR § 3103(a)). Projects that exceed what is required for compliance with a legally enforceable requirement may receive funding for the portion of the project that exceeds the requirement. For questions regarding this, please consult your legal counsel.

**8. HOW AWARD IS DETERMINED**

Projects passing both the administrative screening criteria and the technical screening criteria will be funded on a first-come, first-served basis, which is based on when the application is received by the CEC's Contracts, Grants and Loans Office.

Applicants are encouraged to apply as soon as possible after the release of the solicitation. Applications will be accepted until funds available under this solicitation are exhausted or the specified application due date and time, whichever occurs first.

**9. APPLICATION ADMINISTRATIVE SCREENING CRITERIA**

Applications will be screened according to the following administrative criteria. Applications not meeting all of the following requirements will be disqualified and not eligible for funding:

- The application form is completed.
- The application form is signed by an authorized representative, certifying that all information in the application is correct and complete to the best of the Applicant's knowledge and that the Applicant has read the Terms and Conditions and will accept them without negotiation if awarded.

**10. APPLICATION TECHNICAL SCREENING**

Applications will be screened according to the following technical criteria.



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Applications not passing all of the following requirements will be disqualified and not eligible for funding.

***Summary of the Application Technical Screening Criteria***

<b>Scoring Criteria</b>	<b>Pass/Fail</b>
Applicant is an eligible applicant.	Pass/Fail
The project is an eligible project.	Pass/Fail
The application provides a separate Activity Description Sheet.	Pass/Fail
Activity Description Sheet includes a summary of the project, the project goals, the quantitative and measurable objectives to be achieved, and how the project will support market adoption of zero-emission MD/HD vehicles.	Pass/Fail
Activity Description Sheet must demonstrate how the project will benefit priority populations and DACs.	Pass/Fail
Activity Description Sheet provides a description of how the funds will be used and must demonstrate why the requested funds are appropriate for the proposed activity.	Pass/Fail
Project Team Worksheet is complete and must demonstrate project collaboration and coordination. If an existing ZEV readiness plan or blueprint exists, Applicants must demonstrate that the proposed project expands upon and is coordinated and consistent with the existing plan.	Pass/Fail
Scope of Work is complete.	Pass/Fail
Budget is complete.	Pass/Fail
Schedule of Products and Due Dates is complete.	Pass/Fail
Letters of Support/Commitment are provided.	Pass/Fail

**11. WRITTEN AND ORAL COMMENTS**

Comments on this draft solicitation concept document are due by Thursday, April 16, 2020, at 5:00 p.m.

Please submit comments to the CEC using the e-commenting feature by accessing the comment page for this [docket](#) at <https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=19-TRAN-02>. A full name, e-mail address, comment title, and either a comment or an attached document (.doc, .docx, or .pdf format) is mandatory. Please include "ZEV MD/HD Blueprints" in the comment title. After a challenge-response test is used by the system to ensure that responses are generated by a human user and not a computer, click on the "Agree & Submit Your Comment" button to submit the comment to the CEC's Docket Unit.

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Please note that written or oral comments, attachments, and associated contact information included within the documents and attachments (e.g., your address, phone, email, etc.) become part of the viewable public record. This information may also become available via any Internet search engine.

Interested stakeholders are encouraged to use the electronic filing system described above to submit comments. Written comments may also be submitted by email. Include the docket number 19-TRAN-02 and "ZEV MD/HD Blueprints" in the subject line and send to [docket@energy.ca.gov](mailto:docket@energy.ca.gov). Please note that due to the current circumstances, it will take longer than usual for comments submitted via email to become included as part of the public record.

We will not accept paper copies at this time.