

DOCKETED

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Comments are due Friday, April 24, 2020 at 5:00 p.m.

DRAFT SOLICITATION CONCEPT

Clean Transportation Program

Subject Area – Zero-Emission Transit Fleet Infrastructure Deployment

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 10, 2020 Webinar. At the latest, comments are due by April 24, 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 10, 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 purpose of this solicitation is to provide capital assistance for make-ready equipment upgrades and zero-emission vehicle (ZEV) electric vehicle (EV) charging or hydrogen refueling infrastructure to support the roll-out of medium- and heavy-duty (MD/HD) zero-emission transit bus fleets. The goal of the solicitation will be to fund the infrastructure for 1-2 large-scale transit projects, for the transit bus fleet conversion of at least 50 buses.

The Draft Solicitation Concept follows:

1. AVAILABLE FUNDING

\$20 million is available to fund the zero-emission EV charging and/or hydrogen refueling infrastructure for transit bus fleets.

Applicants will be divided into three categories based on the type of fleet conversion and the number of zero-emission buses to be supported.

Type of Fleet Conversion	Number of zero-emission buses supported by infrastructure
Conversion of a fleet with a fixed route or full small fleet	At least 50 buses
Conversion of full large fleet	At least 100 buses
Conversion of more than one fleet with shared major corridor/shared use of infrastructure	At least 100 buses

2. MAXIMUM AWARD

The maximum award will be based on the Applicant’s type of fleet and number of buses to be supported by the infrastructure, as outlined in the eligible categories.

Type of Fleet Conversion	Maximum Award Amount
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Conversion of a fleet with a fixed route or a full fleet of at least 50 buses	Up to \$10 million
Conversion of full fleet of at least 100 buses	Up to \$20 million
Conversion of more than one fleet with shared major corridor/shared use of infrastructure	Up to \$20 million

3. NUMBER OF APPLICATIONS

Applicants may submit multiple applications under this solicitation. Each proposed project must be separate and distinct and adhere to all requirements contained in this solicitation.

4. ELIGIBLE APPLICANTS

This solicitation is open to all California public transit agencies. As defined in title 13, California Code of Regulations, section 2020(b), "Transit agency" means a public entity responsible for administering and managing transit services." Public transit agencies can directly operate transit service, or contract out for all or part of the total transit service provided.

All corporations, limited liability companies (LLCs), limited partnerships (LPs) and limited liability partnerships (LLPs) that conduct intrastate business in California are required to be registered and in good standing with the California Secretary of State prior to its project being recommended for approval at a CEC Business Meeting. 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 avoid potential delays in beginning the proposed project(s) (should the application be successful). For more information, contact the Secretary of State's Office via its website at 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

- All projects must be either new or upgrades to existing EV charging and/or hydrogen refueling infrastructure for battery electric and/or hydrogen fuel cell transit vehicles.
 - All infrastructure must be utilized by transit vehicles. Transit vehicles are categorized into fixed route vehicles and demand responsive vehicles.
 - EV infrastructure projects must include deployment of chargers for eligible vehicles and may also include funding for panels, conduit, and wiring at the facility level as well as upgrades to distribution

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- infrastructure including meters and transformers to support current and future deployment of electric transit vehicles.
- Projects may also include deployment of renewable distributed energy resources (DER) for supplying power to EV chargers provided the DER is permanently installed on site. Transportable DER or DER not used to power EV chargers are not eligible.
- Hydrogen infrastructure is limited to private-access stations only.
- Applications may include funding for engineering assessments that analyze existing site capacity and costs associated with infrastructure deployment necessary to fully transition transit facilities to zero-emission. No more than 2.5 percent of requested CEC funding may be used for such assessments.
- Each project must provide a minimum of 12 months of data collection on deployed infrastructure. Applicants shall describe in detail plans for securing ZEVs that enables them to collect 12 months of data on charging and/or refueling events for deployed infrastructure.
- Projects covered by this solicitation will support air quality improvements in disadvantaged communities (DACs), low-income communities, priority populations, and/or tribal lands. All applications must identify and describe how the project benefits nearby DACs. Address health and safety, access and education, financial benefits, economic development, and consumer protection.
 - The Office of Environmental Health Hazard Assessment (OEHHA) in the California Environmental Protection Agency (CalEPA) has developed the California Communities Environmental Health Screening Tool: CalEnviroScreen Version 3.0 (CalEnviroScreen 3.0). The CalEnviroScreen 3.0 tool will be used by the CEC to identify DACs, defined as scoring in the top 25th percentile, and maximize the benefits to these communities from this solicitation. All applications must use the CalEnviroScreen tool to identify and verify how their projects benefit DACs and low-income communities.
 - 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 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.

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The following project types are not eligible:

- Surveys
- Transportable DER
- The use of DER for purposes other than supplying power to electric vehicle chargers
- Tests for regulatory compliance
- Activities not directly related to transit and people movement
- Projects for Intelligent Transportation Systems (ITS) only
- Infrastructure for school buses, even if operated by a transit agency

6. MATCH FUNDING REQUIREMENTS

Applications must include at least 50 percent of total project costs as match share. At least 50 percent of CEC funding must meet the definition of cash match share.

Total project cost is defined as the CEC reimbursable amount plus match share amount. Cash match is defined as the net of any funds actually expended by the Applicant for the project after any sort of discount or rebate is applied. Expenditures for Applicant's compensated labor hours, including allowable fringe benefit and overhead rates, travel, materials, supplies, equipment, subcontractor costs, and other miscellaneous expenditures may be claimed as cash match if the expenditures are included in the approved agreement budget, paid in full with funding sources other than grant funds, and supported with appropriate documentation, including proof of payment. For indirect overhead, backup documentation, such as a cost allocation plan based on actual expenditures incurred and paid, is required. Cost allocations must be reasonable and allocable to the proposed project.

7. ELIGIBLE PROJECT COSTS

Costs incurred for the following are eligible for CEC's reimbursement or as the Applicant's match share.

For Electric Vehicle Charging Infrastructure:

- Electric vehicle supply equipment (EVSE)
- Transformer
- Electric panels
- Energy storage equipment
- Photovoltaic solar panels separately metered for electric charging
- Installation costs
- Utility service upgrades (cost covered by utility excluded)
- Planning and engineering design costs
- Network agreement with network provider

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- Extended warranties
- Stub-outs
- Demand management equipment
- Overhead catenary or gantry system

For Hydrogen Refueling Infrastructure:

- Compressors
- Dispenser with H35 or H70 hose and nozzles
- High pressure hydrogen storage tubes
- Facility upgrades
- Onsite hydrogen production
- Shipping
- Installation
- Commissioning

8. HOW AWARD IS DETERMINED

Applicants passing administrative and technical screening will compete based on evaluation criteria, and will be scored and ranked based on those criteria. Unless the CEC exercises any of its other rights regarding this solicitation (e.g., to cancel the solicitation or reduce funding), applications obtaining at least the minimum passing score will be recommended for funding in ranked order until all funds available under this solicitation are exhausted.

If the funds available under this solicitation are insufficient to fully fund a grant proposal, the CEC reserves the right to recommend partially funding that proposal. In this event, the proposed Applicant/Awardee and Commission Agreement Manager (CAM) shall meet and attempt to reach an agreement on a reduced scope of work commensurate with the level of available funding.

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 is received by the CEC's Contracts, Grants, and Loans Office by the due date and time specified.
- The Applicant provides the required authorizations and certifications.
- The Applicant has not included a statement that is contrary to the required authorizations and certifications.

10. APPLICATION TECHNICAL SCREENING

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

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- The Applicant is an eligible Applicant.
- The project is an eligible project.
- The project meets the minimum match share requirement.

11. APPLICATION EVALUATION PROCESS

- Applications will be screened according to the administrative and technical screening criteria. Applications passing all screening criteria will proceed to scoring.
- Applications passing administrative and technical screening will be scored in accordance with the scoring criteria in Section 12 of this document.
- Applications will be ranked according to final overall score.
 - Final overall score for each application will be the average of the combined scores of all Evaluation Committee members.
- A minimum of 70 percent (or 70 points) is required to be eligible for funding.
- Ties, if any, will be broken in the following order:
 - Proposal with highest Environmental and Economic Benefits score will be ranked higher.
 - If still tied, proposal with highest Project Implementation score will be ranked higher.
 - If still tied, an objective tie-breaker will be utilized.
- CEC will recommend awards to the highest ranked projects (according to final overall application score) until available funding under this solicitation has been exhausted.

12. EVALUATION CRITERIA AND POINTS

Summary of the Evaluation Criteria and Points

Scoring Criteria	Points
Team Experience and Qualifications	10
Project Implementation	25
Project Budget	15
Environmental and Economic Benefits	30
Innovation	20
TOTAL POSSIBLE POINTS:	100

Team Experience and Qualifications: The proposed project will be evaluated on the degree to which:

- The project team’s qualifications (including relevant expertise, experience, and skill sets) are suitable to the tasks described in the proposed Scope of Work.
- The Applicant demonstrates the ability to meet deadlines and milestones of current or past projects.

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- The project team has verifiable related experience.
- Qualifications, skills, abilities, and relevant technical and business experience of project team, key project partners, and technology providers aligns with the needs of the proposed project and with the successful completion of the proposed project.
- If Applicant has received an award(s) from a previous CEC solicitation, the Applicant fulfilled/is fulfilling the requirements of the agreement(s).

Project Implementation: The proposed project will be evaluated on the degree to which:

- The equipment to be deployed is appropriate for the proposed project and leads to successful deployment of zero-emission transit buses.
 - Application describes equipment manufacturers, connector/refueling standards, fuel delivery methods (for hydrogen projects), security measures, and safety standards.
- The transit agency will work with the utilities for fleet upgrade planning.
- The tasks in the Scope of Work and the dates in the project schedule are complete, sequential, and will lead to successful and scheduled completion of the project.
- The Applicant has secured site control for the proposed project.
- The Applicant has progressed in achieving compliance under the California Environmental Quality Act (CEQA). If CEQA compliance has not been obtained, applications must include a schedule to complete CEQA activities for the proposed project.
- Equipment service support will be deployed to address issues in the field when they arise.
- The proposed equipment will continue to operate beyond the term of the CEC's funding agreement.

Project Budget: The proposed project will be evaluated on the degree to which:

- The proposed budget implements cost-saving strategies that reduce the amount of CEC funding necessary for project completion.
- Administration and overhead expenditures are minimized.
- The Applicant demonstrates the need for state funds for successful completion of the proposed project.
- The budget forms are filled out completely and accurately.
- Match share funds are documented, committed, and readily available for the proposed project.

Environmental and Economic Benefits: The proposed project will be evaluated on the degree to which:

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- The project benefits California’s disadvantaged communities (DACs), low income communities, priority populations, and/or tribal lands by addressing health and safety, access and education, financial benefits, economic development, and consumer protection.
- The proposed project includes considerations based on a community needs assessment.
- The proposed project will expand business opportunities for California-based business.
- The proposed project results in high-quality jobs in terms of compensation and duration and related project payroll.
- The proposed project increases state and local tax revenue.
- The proposed project reduces annual lifecycle greenhouse gas (GHG) emissions (expressed in metric tons of CO₂).
- The proposed project has a higher Benefit/Cost score defined as the ratio of grams of CO₂ equivalent reduction per dollar of CEC investment.
- The proposed project displaces petroleum transportation fuel(s) in terms of diesel gallon equivalents (DGEs).

Innovation: The proposed project will be evaluated on the degree to which:

- The proposed project leads to strategic, cost-effective solutions for future deployment of electric or hydrogen infrastructure for transit fleet vehicles.
 - For electric vehicle projects, this may include, but is not limited to: non-proprietary communications with EV chargers, ISO/IEC 15118 for AC/DC charging, facility level EV load management software, development of smart charging load profiles, active load management strategies, the ability to support emerging connector standards, the inclusion of 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.
 - For hydrogen projects, this may include, but is not limited to: advances in delivery, compression, or storage; and safe and reliable dispensing systems that will reduce station costs.

13. WRITTEN AND ORAL COMMENTS

Comments on this draft solicitation concept document are due by Friday, April 24, 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](https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=19-TRAN-02) 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

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“Zero-Emission Transit Fleet Infrastructure Deployment” 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.

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 become available via Google, Yahoo and any other search engines.

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 “Zero-Emission Transit Fleet Infrastructure Deployment” in the subject line and send to 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.