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DRAFT PRE-SOLICITATION CONCEPT

IDEAL ZEV Workforce Pilot: Training, Employment, and Recovery

No proposals are being accepted at this time. This is a draft pre-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, by phone, or by email prior to and after the public workshop. Comments on this documentation will be discussed at the Draft Pre-Solicitation Concept Workshop on February 26, 2021. Comments are due by March 5, 2021 at 5:00 p.m. to the California Energy Commission (CEC) Dockets Unit. (See Section 16 of this document, and the Notice of Staff Workshop, for additional details on how to comment.

<https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=20-ALT-01.>)



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

State of California
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1. INTRODUCTION

This “draft pre-solicitation concept” document details a concept under consideration for a competitive grant solicitation to be issued by the California Energy Commission (CEC) and the California Air Resources Board (CARB).

The purpose of this draft pre-solicitation concept is to support zero-emission vehicle (ZEV) workforce training and development projects that will lead to jobs in the ZEV industry in California. The Inclusive, Diverse, Equitable, Accessible, and Local ZEV Workforce Pilot: Training, Employment, and Recovery (ZEV Workforce Pilot), focuses investments and provides benefits to underserved individuals and communities.

Key goals of this investment include:

- Support training in ZEV industries.
- Develop workforce projects in ZEV deployment areas.
- Make training explicitly available to underserved individuals and communities.
- Prepare and train workers for ZEV scale and growth.
- Prepare dislocated, unemployed, and new workforce entrants into ZEV careers.
- Prepare hardest hit communities to prepare, train, and respond to economic recovery in ZEV markets.

2. BACKGROUND

Clean Transportation Program Plan – Assembly Bill (AB) 118 (Núñez, Ch. 750, Stat. of 2007), created the Clean Transportation Program. The statute authorizes the 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-authorized the Clean Transportation Program through January 1, 2024, and specified 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 include, but is not limited to, support for manufacturing and workforce training to translate clean technology investments into sustained employment opportunities.

Greenhouse Gas Reduction Funds (GGRF)¹ – The GGRF was established to advance the goals of the California Global Warming Solutions Act of 2006, leading to reductions in the greenhouse gas (GHG) emissions and supporting long-term, transformative efforts to improve public health and develop a clean energy economy. The state’s portion of the Cap-and-Trade auction proceeds are deposited in the GGRF and invested in California Climate Investments projects that facilitate GHG emission reductions. CARB was appropriated GGRF funding by the Legislature and established, among other

¹ http://www.dof.ca.gov/budget/Manual_State_Funds/find_a_fund/documents/3228.pdf

efforts, the Clean Mobility Options² (CMO), the Sustainable Transportation Equity Project³ (STEP), and the AB 617 Community Air Protection Program, including Community Air Grants⁴.

Executive Order N-79-20 – The executive order expressed that by 2035, 100% of all in-state sales of new passenger cars and trucks will be ZEVs; by 2045, 100% of all medium-and heavy-duty vehicles in the state will be zero-emissions for all operations where feasible and the same goal for drayage trucks by 2035; and by 2035, the State will transition to 100% zero-emissions off-road vehicles and equipment where feasible. Governor Newsom directed CARB to propose strategies to achieve these goals. The Governor also directed CARB, the CEC and other relevant agencies to develop the charging infrastructure necessary to support ZEV deployment and to use their existing authority to “accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities, and in particular low-income and disadvantaged communities”.

Executive Order B-48-18 ZEV⁵ – An executive order by Governor Brown calls for 5 million ZEVs by 2030 and the installation of 250,000 electric vehicle chargers and 200 hydrogen refueling stations by 2025.

SB 350 Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents – CARB’s Barriers Report identifies obstacles often faced by low-income residents in accessing clean transportation, including affordability, funding, and limited availability of information on mobility options. The Report also outlines several recommendations that work to overcome each of these barriers, including “Develop an Outreach Plan Targeting Low-income Residents across California to Increase Residents’ Awareness of Clean Transportation and Mobility Options”. The goal is to improve awareness and education of available clean transportation and mobility options. This report identifies strategies to coordinate clean transportation outreach, improve community engagement, and increase low-income residents’ access and awareness of clean mobility options and incentives.

Disadvantaged and Low-Income Communities⁶ - In 2012, the Legislature passed and Governor Brown signed AB 1532 (Pérez, Ch. 807, Stat. 2012), Senate Bill (SB) 535 (De León, Ch. 830, Stat. 2012), and SB 1018 (Budget and Fiscal Review Committee, Ch. 39, Stat. 2012) that established the GGRF to receive Cap-and-Trade auction proceeds and to provide the framework for how the auction proceeds will be administered. These laws provide direction for investing a portion of the auction proceeds to benefit disadvantaged communities (DACs), including specific targets for investment in SB 535 and bolstered by AB 1550 (Gomez, Ch. 369, Stat. 2016). DACs are identified by the

2 <http://www.caclimateinvestments.ca.gov/clean-mobility-options-1>

3 <https://ww3.arb.ca.gov/msprog/lct/opportunitiesgov/step.htm>

4 <http://www.caclimateinvestments.ca.gov/community-air-grants>

5 <https://www.ca.gov/archive/gov39/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/index.html>

6 <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

California Environmental Protection Agency (CalEPA) through the California Communities Environmental Health Screening Tool (CalEnviroScreen 3.0)⁷. (NOTE: The Draft CalEnviroScreen 4.0 Tool was released on February 22, 2021. This version of the tool may be used in this solicitation. Potential applicants are encouraged to become familiar with this draft version.)

AB 1550 revised SB 535 requirements, increasing the percent of the State's auction proceeds that must be invested within DACs and adding new requirements to direct additional investments to low-income communities and low-income households.

Executive Order B-10-11⁸ – Executive order expressed, among other things, to develop partnerships and that state agencies communicate with tribal governments and provide input on matters that may affect tribal communities. The executive order defines California Native American Tribes to include both federally and non-federally recognized tribes.

AB 841 (Ting, Ch. 372, Stats. 2020) – AB 841 specifies, among other things, that all electric vehicle charging infrastructure (EVCI) on the customer side of the electrical meter shall be installed by a licensed contractor as determined by the Contractors' State License Board and that at least one electrician on each crew, at any given time, hold Electric Vehicle Infrastructure Training Program (EVITP) certification. For larger EVCI installations supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, hold EVITP certification.

California's 2020-2023 Unified Strategic Workforce Development Plan⁹ – The plan represents agreements among partners in the federal Workforce Innovation and Opportunity Act (WIOA) and serves as the framework for the development of public policy, fiscal investment and operation of the state workforce system. The Strategic Planning Elements section of the plan suggests investing federal funds in the California Workforce Development Boards-designed high road workforce development programs and training partnerships.

3. CEC COMMITMENT TO DIVERSITY

The CEC is committed to ensuring that participation in its Clean Transportation Program reflects the rich and diverse characteristics of California and its people. To meet this commitment, CEC staff conducts outreach efforts and activities to:

- Ensure potential new applicants throughout the state are aware of CEC's Clean Transportation Program and the funding opportunities the program provides.
- Encourage greater participation by underserved groups including disabled veteran-, women-, minority-, and LGBT-owned businesses.
- Assist applicants in understanding how to apply for funding from CEC's Clean Transportation Program.

⁷ <https://oehha.ca.gov/calenviroscreen>

⁸ <https://calsta.ca.gov/-/media/calsta-media/documents/docs-pdfs-2013-executive-order-b-10-11-a11y.pdf>

⁹ https://cwdb.ca.gov/wp-content/uploads/sites/43/2020/09/Strategic-Planning-Elements.Final_ACCESSIBLE.pdf

4. AVAILABLE FUNDING

A total of up to \$6,000,000 is available to fund projects in the ZEV Workforce Pilot. The CEC reserves the right to increase or decrease this funding amount.

There are two (2) categories of projects as noted in Section 5, Minimum and Maximum Award Amounts.

5. MINIMUM AND MAXIMUM AWARD AMOUNTS

For Small Grants, the minimum award amount is \$50,000 and the maximum award amount is \$250,000.

For Large Grants, the minimum award is \$250,001 and the maximum award amount is \$500,000.

6. NUMBER OF APPLICATIONS

Applicants may only submit one application.

7. ELIGIBLE APPLICANTS

Eligible Applicants include community-based organizations (CBOs), non-profits (NP), and California Native American Tribes and tribal serving non-governmental organizations (NGOs). Private entities and public entities are eligible except for those noted below.

The following applicants are ineligible:

- Manufacturers
- California state agencies, departments, boards, and commissions.
- California Community Colleges, California State Universities, University of California, and their foundations.
- Private colleges and universities and their foundations.
- Local Workforce Investment Boards and Workforce Development Boards.
- K-12 public and private schools.

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.

8. ELIGIBLE PROJECTS

Eligible project fuel types only include electricity and hydrogen.

Eligible ZEVs includes on- and off-road vehicles and equipment, and light-, medium-, and heavy-duty vehicles.

Eligible ZEV-related vehicle and equipment includes electric vehicle chargers and hydrogen refueling stations and their components, equipment, and systems.

Eligible projects include, but are not be limited to:

- Piloting new and/or expanding existing workforce training and development programs that may provide career pathways in ZEV-related industries such as manufacturing, construction and installation, and service and maintenance.
- Developing new ZEV-related curriculum, and/or integrate, and/or enhance within existing ZEV-related curriculum, instructional materials, and training resources that address ZEV-related workforce needs.
- Leveraging local/regional workforce entities and programs, workforce systems, education partners, and learning centers to increase ZEV-related training, recruitment, retention, and job placement especially in underserved communities.
- Providing supportive services for workforce training and development participants in underserved communities to increase access to training opportunities.
- Reimbursing participant costs for ZEV-related automotive and/or truck training and certification and degree programs.
- Reimbursing participant costs for Automotive Service Excellence (ASE) training and certification for specific ZEV-related technologies.

The following projects are ineligible:

- Internal combustion engine and related technologies (i.e. non-ZEV).
- Hybrid fuel technologies.
- Non-vehicle and/or equipment technologies.
- To conduct market studies, literature reviews and surveys, or technology surveys and development, and data-analysis studies.
- To conduct technology research, development, and deployment.
- Vehicle and equipment tests for compliance and/or certification.
- Software/hardware/firmware technology development.
- Training for Occupational Safety and Health Administration (OSHA) requirements and other required compliance or regulatory training.

Each project must provide a minimum of six (6) months of data collection and analysis to be included in the final project report.

Each project should identify and develop a plan for collecting data on key performance indicators, data analysis, performance measures, and other relevant data throughout the duration of the project, including but not limited to:

- Number of trainees enrolled, trained, and total hours of training provided for each trainee.
- Job titles, occupations, and job status of each trainee at the beginning of the project and at the end of the project.
- Identification of existing and potential ZEV-related employers and job opportunities in the proposed project impact area.
- Underserved community outreach and engagement methods.
- Training partnerships.

- Best practices.
- Economic and business development partnerships.
- Findings, lessons learned, and recommendations.

9. MATCH FUNDING REQUIREMENTS

There is no match funding requirement. However, applicants are encouraged to identify any match share, such as cash or in-kind funding, that may be used toward the project.

10. ELIGIBLE PROJECT COSTS

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

Examples of eligible costs include, but are not limited to:

- Curriculum development.
- Attendee training.
- Instructor training.
- Tuition reimbursement.
- Assets, materials and supplies, and equipment acquisition used in training.
- Books and training materials.
- Translation services of training resources.
- Support or stipends for wrap-around services for participants in underserved communities.

The following costs are ineligible for CEC reimbursement:

- Capital improvements.
- Construction.
- Operations expenses.
- Administrative and/or consultant costs greater than ten (10) percent.
- Marketing, advertising, and promotional activities.

11. HOW AWARD IS DETERMINED

Applicants must pass Administrative Screening Criteria and Technical Screening Criteria (pass/fail basis). Applicants that pass these screening criteria will be evaluated and 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 (70%) may 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 applicant / proposed 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.

If there are insufficient applications receiving a passing score in one of the categories, the CEC reserves the right to shift any available funding to categories with passing scores and with a need for additional funding.

12. ADMINISTRATIVE SCREENING CRITERIA

Applications will be screened according to the following Administrative Screening Criteria.

Applications that do not receive a passing score for any of these criteria will be disqualified and will be ineligible for further screening and funding. Scenarios that result in a qualified application include the following:

- 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.

13. TECHNICAL SCREENING CRITERIA

Applications will be screened according to the following Technical Screening Criteria. Applications that do not received a score of "Pass" in all the following requirements will be disqualified and not eligible for funding:

- The Applicant is an eligible Applicant.
- The project is an eligible project.
- The project meets the minimum match share requirements.
- The Applicant passes the past performance screening criterion.

Applications that pass the Technical Screening Criteria will proceed to scoring under Evaluation Criteria.

14. APPLICANT'S PAST PERFORMANCE SCREENING CRITERION (PASS/FAIL)

The Applicant—defined as at least one of the following: the business, principal investigator, or lead individual acting on behalf of themselves—received funds from the CEC and/or other public agencies (e.g., contract, grant, or loan) and entered into an agreement(s) with the CEC and/or other public agencies. An Applicant must pass this screening criterion to be eligible to be scored under the evaluation criteria.

The Applicant may be disqualified under this solicitation due to severe performance issues under one or more prior or active CEC and/or other public agencies agreement(s) within the last 10 years. Severe performance issues are characterized by significant negative outcomes under an agreement and may include:

- Agreement was terminated with cause.
- The CEC and/or other public agencies filed litigation against the Applicant.
- Severe audit findings are were not resolved to the CEC's and/or other public agencies' satisfaction. Severe audit findings may include but not limited to funds that were used inappropriately (i.e., other than as represented and approved); questioned costs remain unresolved; significant internal control weaknesses identified by an audit have not been adequately addressed by the Applicant.
- If an agreement has ended, project objectives were not met, and the non-performance was caused by factors that were, or should have been, within the Recipient's control.

- Significant delays in project completion resulting in delayed benefits for California. Project completion delays of two years or more from the originally executed CAM-approved project schedule and caused by factors within the Recipient's control may be considered significant. Additionally, project completion delays of one year or more past the project's liquidation deadline and caused by factors within the Recipient's control may be considered significant.
- Deliverables were not submitted to the CEC and/or other public agencies or were of poor quality or consistently late. For example, Recipient delivered poorly written reports that required significant rework by staff prior to acceptance or publication.
- Demonstrated and documented poor or delayed communication when significant issues or setbacks were experienced that materially and negatively impacted the project. For example, delays in informing the CEC and/or other public agencies when the Recipient experiences loss of a key project partner or site control may be considered significant.

15. APPLICATION EVALUATION PROCESS

Each application that passes administrative and technical screening will be scored in accordance with the Evaluation Criteria.

Applications will be ranked according to the final overall score. Final overall score for each application will be the average of the combined scores of all Evaluation Committee members.

The CEC will recommend awards to the highest three ranked projects within the two funding categories: Small Grants and Large Grants. With the remaining funding, the CEC will recommend awards to the next overall highest-ranked projects regardless of funding categories, until available funding for this solicitation has been exhausted.

A minimum score of seventy percent (70%) is required to be eligible for funding.

16. SCORING SCALE

Using this Scoring Scale, the Evaluation Committee will give a score for each criterion described in the Evaluation Criteria.

Percent of Possible Points	Interpretation	Explanation for Percentage Points
0 percent	Not Responsive	Response does not include or fails to address the requirements being scored. The omissions, flaws, or defects are significant and unacceptable.
10-30 percent	Minimally Responsive	Response minimally addresses the requirements being scored. The omissions, flaws, or defects are significant and unacceptable.
40-60 percent	Inadequate	Response addresses the requirements being scored, but there are omissions, flaws, or

		defects or the requirements are addressed in such a limited way that it results in a low degree of confidence in the proposed solution.
70 percent	Adequate	Response adequately addresses the requirements being scored. Any omissions, flaws, or defects are inconsequential and acceptable.
75 percent	Between Adequate and Good	Response better than adequately addresses the requirements being scored. Any omissions, flaws, or defects are inconsequential and acceptable.
80 percent	Good	Response fully addresses the requirements being scored with a good degree of confidence in the Applicant's response or proposed solution. There are no identified omissions, flaws, or defects. Any identified weaknesses are minimal, inconsequential, and acceptable.
85 percent	Between Good and Excellent	Response fully addresses the requirements being scored with a better than good degree of confidence in the Applicant's response or proposed solution. There are no identified omissions, flaws, or defects. Any identified weaknesses are minimal, inconsequential, and acceptable.
90 percent	Excellent	Response fully addresses the requirements being scored with a high degree of confidence in the Applicant's response or proposed solution. Applicant offers one or more enhancing features, methods or approaches exceeding basic expectations.
95 percent	Between Excellent and Exceptional	Response fully addresses the requirements being scored with a better than excellent degree of confidence in the Applicant's response or proposed solution. Applicant offers one or more enhancing features, methods or approaches exceeding basic expectations.
100 percent	Exceptional	All requirements are addressed with the highest degree of confidence in the Applicant's response or proposed solution. The response exceeds the requirements in providing multiple enhancing features, a creative approach, or an exceptional solution.

17. EVALUATION CRITERIA

Note: The following Evaluation Criteria are deliberative and subject to change. Do not submit proposals according to this draft evaluation criteria.

Application Evaluation Criteria

Scoring Criteria	Points
(1) Project Team Experience and Qualifications	20
(2) Community, Partnerships, and Engagement	20
(3) Budget	15
(4) Project Readiness and Implementation	25
(5) Innovation and Sustainability	10
(6) Economic and Environmental Benefits	20
(7) Performance Metrics and Data Collection	15
TOTAL POSSIBLE POINTS:	125

(1) Project Team Experience and Qualifications (20 Points) Applications will be evaluated based on the degree to which:

- The project team's qualifications, experience, skill sets, and expertise are appropriate and sufficient to implement the proposed project.
- The project team has experience in managing government funded grants and has demonstrated experience in controlling costs.
- The Project Team has a documented history of meeting deadlines and milestones, successfully completing projects, and achieving desired outcomes and results (e.g. managing a successful project on time and on budget).
- The Project Team's roles and responsibilities are clearly identified and will efficiently and effectively advanced the identified goals and objectives of the proposed project.
- The Applicant and team have demonstrated exceptional administrative and technical performance under existing or prior funding agreements (CEC and/or other public agencies), if the Applicant or team worked on such projects, including:

- Adherence to schedule and due dates.
- Effective and timely issue resolution.
- Quality of deliverables.
- Objectives of past projects have been attained.
- Honest, timely, and professional communication with staff from the funding entity.
- Effective coordination with project partners, subcontractors, and other stakeholders.
- Timely and accurate invoicing.

(2) Community, Partnerships, and Engagement (20 Points) Applications will be evaluated based on the degree to which:

- The proposed project will partner with ZEV and ZEV-related employers.
- The Applicant has conducted engagement/outreach prior to the submission of the Application.
- Existing and new community partners are clearly identified
- Identified project partners are committed to implement the proposed project throughout the project period and beyond.
- The Applicant has a robust strategy to coordinate with project partners to convene, prioritize actions, and engage throughout the project period and beyond.
- Underserved communities will be engaged and supported.
- Community input will be sought and incorporated into the proposed project.

(3) Budget (15 Points) Applications will be evaluated based on the degree to which:

- The proposed project budget is justifiable and reasonable relative to the project goals, objectives, and tasks.
- The proposed match share is documented, reasonable, available, verifiable, and necessary to support the successful completion of the project.
- The budget forms are accurately completed, detailed and thorough.
- The need for CEC funds is justified.
- Non-CEC funding sources are leveraged, committed and available for the proposed project.

- The proposed project leverages existing facilities, infrastructure, equipment, and other resources.
- The proposed project minimizes administrative and overhead costs.
- The proposed project describes how cost-effective the proposed project is in terms of amount of Clean Transportation Program Investment per trainee.

(4) Project Readiness and Implementation (25 Points) Applications will be evaluated based on the degree to which:

- The proposed Scope of Work is accurately completed, detailed and thorough.
- The proposed project will maximize workforce training opportunities.
- The proposed project will serve underserved individuals and communities.
- The proposed project is adequate to address the identified workforce development gaps and advance the goals and objectives of the proposed project.
- The Applicant can expedite the readiness of the team, project partners, and any contracting elements required to implement the proposed project.
- The dates in the project schedule are complete, sequential, reasonable, expedited, and will lead to successful and scheduled completion of the project.
- The proposed project will increase worker skills and career opportunities.
- The proposed project will connect workers to employment with clearly defined pathways for advancement.
- Support and/or commitment letters indicate a strong and immediate level of support or commitment for the proposed project.
- The proposed project identifies and mitigates risks, barriers, or limitations that are critical for project success.
- The proposed project aligns and coordinates with previous and ongoing training efforts in the project region.

(5) Innovation and Sustainability (10 Points) Applications will be evaluated based on the degree to which:

- The proposed project is innovative.
- The proposed project can continue to operate beyond the term of the funding agreement.
- The proposed project provides new opportunities for ZEV employment in cross-sector industries/markets.

- The proposed project is replicable in other regions and ZEV markets in the state.

(6) Economic and Environmental Benefits (20 Points) Applications will be evaluated based on the degree to which:

- The proposed project will result in California job creation and retention.
- The jobs created or retained are permanent, high quality jobs.
- The proposed project will facilitate GHG emission reductions.
- The proposed project accelerates ZEV adoption needed to achieve the state's environmental, underserved community, and economic goals.
- The proposed project leads to increased local and state revenues and economic activity.
- The proposed project aligns with economic development strategies and planning for ZEV markets.
- The proposed project will benefit underserved individuals and communities . Applicants should use the CalEnviroScreen 3.0 tool¹⁰ to identify disadvantaged communities and provide all zip codes for the proposed project and/or other tools and information to capture this data.

(7) Performance Metrics and Data Collection (15 Points) Applications will be evaluated based on the degree to which:

- The proposed project identifies key performance indicators that will be used to measure project goals, objectives, implementation, and outcomes.
- The proposed project will track and evaluate job placement.
- The proposed project has a reasonable and adequate data collection plan describing what data will be collected and how the data will be collected.
- The proposed project will maximize the dissemination of data, results and lessons learned from the project.

18. TIEBREAKERS

If the score for two or more applications are tied, the application with a higher score in the following criterion in the given order will be ranked higher:

- Proposal with highest Project Readiness and Implementation score will be ranked higher.

¹⁰ Note: The Office of Environmental Health Hazard Assessment is in the process to developing CES 4.0 tool. The most current and approved version of this tool will be used for the actual solicitation.

- If still tied, the proposal with highest Community, Partnerships, and Engagement score will be ranked higher.
- If still tied, the proposal with highest Project Team Experience and Qualifications score will be ranked higher.
- If still tied, an objective tiebreaker will be used.

WRITTEN AND ORAL COMMENTS

Comments on this “draft solicitation concept” document are due by March 5, 2021 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/Lists/DocketLog.aspx?docketnumber=20-ALT-01>). 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 Workforce Pilot” 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 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.