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| Filer: | Spencer Kelley |
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California Energy Commission Medium- and Heavy-Duty (MD/HD) Zero-Emission Vehicle (ZEV) Infrastructure Funding Allocation Workshop Questions for Participants February 28, 2022

This document lists all the questions posed in the workshop presentation slides. The first group of questions are questions related to all solicitation concepts. The rest of the questions are specific to the named concept under which they are grouped. Please submit answers to any of these questions, as well as any further comments or questions related to this workshop, to [Docket #19-TRAN-02](https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=19-TRAN-02), <https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=19-TRAN-02>, by **March 18, 2022, at 5:00 p.m.**

Questions for all Concepts

- What amount of grant funds would be appropriate for each project/concept?
- Should the CEC target specific regions in the state?
- For infrastructure projects, should grant funds be limited to equipment-only costs?
- Which of the proposed concepts should take priority in being further developed?

Hydrogen Refueling

- Is there interest in developing such projects?
- Should a MD/HD fueling component be optional or required? At what minimum daily capacity and number of fueling positions?
- Conformance to which MD/HD fueling protocols should be required?
- What amount of grant funds per station is appropriate for a station that has both LD and MD/HD components?
- Should grant funding be limited to equipment costs, or should it be for all CEC budget categories (i.e., labor, subcontracts, indirect costs)?
- Should this concept include support for onsite, direct renewable hydrogen production? Which production technologies should be eligible, at what minimum production capacity, and at what funding level?

School District Vehicle Grid Integration

- Should this solicitation focus on either vehicle-to-grid or vehicle-to-building projects, or allow for both?
- What amount of funding would be necessary for this concept?
- What types of partners (geographic locations, types of equipment, size of fleet) would be best suited to this concept?
- What should the match share percentage be for an Electric Vehicle Service Provider (EVSP)?

Truck Parking EV Charging and Hydrogen Refueling

- What types of entities should be eligible to apply?
- What amount of grant funds would be appropriate for this type of project?
- What would be the best way to integrate truck parking charging and refueling with a freight corridor?
- Which geographic locations should be targeted for these funds?

Warehouse and Regional Trucking

- How can we best provide refueling/charging options for warehouse and regional fleets?
- Is depot charging/home-base charging sufficient or is public charging or opportunity/destination charging necessary?
- Should geographic areas be targeted for these funds?
- Should infrastructure be shared between organizations/businesses?
- What amount of grant funds would be appropriate for this type of project?

Innovative EV Charging and Hydrogen Refueling Technologies

- What changes or improvements should be made to the design of the BESTFIT solicitation?
- Is a maximum award of \$2M the right amount?
- Should we have a 2-phase application process (initial 5-page abstract, followed by a full application if the abstract passes)?
- Should the 2 areas of focus remain the same as the original BESTFIT, or are there other challenges we should consider addressing?
- Which subconcepts should be integrated into a MD/HD BESTFIT opportunity?
- Should there be an increased focus on innovative hydrogen refueling stations in MD/HD BESTFIT?

Mobility-as-a-Service Models

- What current models exist and how could they be innovated/improved?
- How can this concept specifically target the drayage sector, which is heavily composed of independent owner operators (IOOs), who may be unable to purchase ZEVs or finance their own infrastructure upfront?
- What component of these models would be the most advantageous for the CEC to fund (ex. construction of ZEV infrastructure)?
- Is there a pool of existing infrastructure-based service providers?
- What amount of grant funds would be appropriate for this type of project?

Rural Small Transit Fleet Infrastructure Deployment

- Should a separate solicitation be developed for rural small transit fleets?
- How can this solicitation concept address funding gaps within EnergyIIIZE? Are there funding needs outside of infrastructure-only costs?
- Should infrastructure be just for bus depot conversion or for the entire fleet?
- Should the solicitation target a geographic area?
- Is 25% cost share too much?
- How much funding is needed per district?
- Are there small fleets interested in forming a bus group to share infrastructure?

Large Scale Ultra-Fast Charging Stations

- What defines a site as large scale? How many chargers/outlets would be the minimum?
- What is the industry accepted minimum for ultra-fast charging?
- How many entities would be able to apply to this sort of solicitation, due to the large scale?

MD/HD Blueprint Planning Documents

- Is there interest to have the CEC fund more blueprint documents?
- Should the blueprints be targeted to a specific geographical area? Nonattainment areas, disadvantaged communities, low-income communities?
- What is the reasonable cost for a blueprint?
- Is additional technical assistance needed after a blueprint or planning is complete to expedite project implementation?

- What kind of technical assistance?
- How would the additional technical assistance affect ZEV infrastructure timelines?

Infrastructure Concepts to Complement CARB Demonstration and Pilot Project Concepts

- As this may be a joint funding opportunity with CARB, is there interest in having potential funding opportunities be administered by a third-party implementer?
- What amount of grant funds would be appropriate for these types of projects?
- What are the best scoring criteria that should be used to determine which entities should be awarded funding?
- How do we best serve the needs of surrounding communities?

MD/HD Loan Pilot

- What vehicle segments, vocations, and/or locations of the medium- and heavy-duty clean transportation infrastructure system are most amenable to a loan program at this time?
- How should a loan program be structured to deliver maximum effectiveness?
- In which instances and under what program designs would you prefer a loan over a grant? Would reduced reporting requirements or a streamlined application process cause you to prefer a loan over a grant?
- Are there any other thoughts or recommendations that you would like us to consider?