



California Energy Commission

DC Fast Charging Infrastructure for California's North-South Corridors

GFO-15-601

Pre-Application Workshop California Energy Commission

August 7, 2015

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Agenda

10:00 Welcome and Introductions

10:15 Presentation on GFO-15-601

- Leslie Baroody, EV Program Manager
- Tonya Heron, Contracts, Grants and Loans Office
- Jennifer Allen, Supervisor EV Unit

11:00 Questions and Answers

12:00 Conclusion



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Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013)

Assembly Bill No. 8
CHAPTER 401
An act to amend Sections 41081, 44060.5, 44125, 44225, 44229, 44270.3, 44271, 44272, 44273, 44274, 44275, 44280, 44281, 44282, 44283, 44287, 44299.1, and 44299.2 of, to add and repeal Section 43018.9 of, and to repeal Section 44299 of, the Health and Safety Code, to amend Sections 42685 and 42689 of the Public Resources Code, and to amend Sections 9250.1, 9250.2, 9261.1, and 9853.6 of the Vehicle Code, relating to vehicular air pollution, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor September 28, 2013. Filed with
Secretary of State September 28, 2013.]

LEGISLATIVE COUNCIL'S DIGEST

AB 8, Perea. Alternative fuel and vehicle technologies: funding programs. (1) Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Council, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies. This bill would provide that the state board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the state board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling

- Extends ARFVTP funding through January 1, 2024
 - ✓ \$100 million per year

- To transform California's transportation market into a diverse collection of alternative fuels and technologies and reduce California's dependence on petroleum.

- ***“...develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.”*** (Health and Safety Code Section 44272(a))



Key Policies and Regulations

| Policy Objectives | Policy Origin | Goals and Milestones |
|---------------------------------|---|---|
| Greenhouse Gas Reduction | AB 32, Executive Order S-3-05, LCFS Executive Order B-30-15 | Reduce greenhouse gas emissions to 1990 levels by 2020, 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050 in California |
| Petroleum Reduction | Governor's State of the State Speech | Governor's new target of 50% reduction for cars and trucks by 2030 |
| Low Carbon Fuel Standard | AB 32, California Global Warming Solutions Act | 10% reduction in carbon intensity of transportation fuels in California by 2020 |
| Federal Renewable Fuel Standard | Energy Policy Act of 2005, Energy Independence and Security Act of 2007 | 36 billion gallons of renewable fuel by 2022 |
| Air Quality | Clean Air Act | 80% reduction in NOx from current levels by 2023 |
| ZEV Mandate | California Executive Order B-16-2012 | Accommodate 1 million EVs by 2020 and 1.5 million by 2025 in California |



2013 ZEV Action Goals



By 2015

- The State's major metropolitan areas will be able to accommodate ZEVs through infrastructure plans and streamlined permitting



By 2020

- The State's ZEV infrastructure will be able to support up to 1 million vehicles
- ZEVs will be accessible to mainstream consumers



By 2025

- Over 1.5 million ZEVs will be on California roadways and their market share will be expanding
- Californians will have easy access to ZEV infrastructure



Commitment to Diversity

The Energy Commission adopted a resolution on April 8, 2015, to firmly commit to:

- Increase participation of women, minority, disabled veteran and LGBT business enterprises in program funding opportunities
- Increase outreach and participation by disadvantaged communities
- Increase diversity in participation at Energy Commission proceedings
- Increase diversity in employment and promotional opportunities



Why is Diversity Important?

Fairness – Increase funding accessibility to all Californians.

Inclusion – Small businesses make up a significant portion of the U.S. economy.

Job Creation – Projects can create jobs for residents of the underserved communities.

Diversity of Ideas – Great ideas occur in a variety of areas.

Diversity in Communities' Needs – Needs vary widely from one area to the next (air quality, socioeconomic, etc.).



Grant Funding Opportunity Objectives

- Complete the West Coast Electric Highway which stretches from British Columbia to Baja California.
- Provide \$10 million through a competitive process to fund Direct Current (DC) fast chargers on north-south portions of an Electric Charging Highway Corridor (ECHC) in California.
- Corridors include Interstate 5 (I-5), State Route 99 (SR 99), and U.S. Highway 101 (US-101) from San Jose travelling South in California.



Corridor Categories

Category A (Primary)

1. I-5: Oregon Border to Red Bluff
2. I-5: South of Red Bluff to north of Sacramento
3. SR 99: South of Sacramento and north of Fresno
4. SR 99: Fresno to north of Wheeler Ridge
5. US-101: San Jose to Buellton
6. I-5: Wheeler Ridge to Santa Clarita
7. I-5: San Clemente to Oceanside

Category B (Secondary)

8. SR 99: South of Red Bluff to north of Sacramento
9. I-5: South of Sacramento to north of Wheeler Ridge



Primary vs. Secondary

Category A (Primary)

- Must be networked
- Required equipment
 - (1) CHAdeMO fast charger, (1) SAE CCS Fast Charger AND (1) J1772-Compliant Level 2 charger
- OR**
- (1) dual unit with both CHAdeMO AND SAE CCs connectors AND (1) J1772-compliant Level 2 charger either as a separate unit or incorporated into
- Licensing
 - Applicant must conduct a good faith effort to execute a non-exclusive trademark license agreement with the Washington State Department of Transportation to brand the installations as part of the West Coast Electric Highway

Category B (Secondary)

- Must be networked
- Required equipment
 - (1) CHAdeMO fast charger AND (1) J1772-compliant level 2 charger
- While an SAE CCS fast charger is not required, applicants proposing to install SAE CCS fast chargers will score higher in accordance with the evaluation criteria
- Licensing
 - No WCEH licensing or good faith effort is required but is encouraged.



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Category A (Primary)

- I-5 from Oregon Border to Sacramento
- Highway 99 from Sacramento to Wheeler Ridge
- I-5 from Wheeler Ridge to Oceanside
- U.S. 101 from San Jose to Buellton

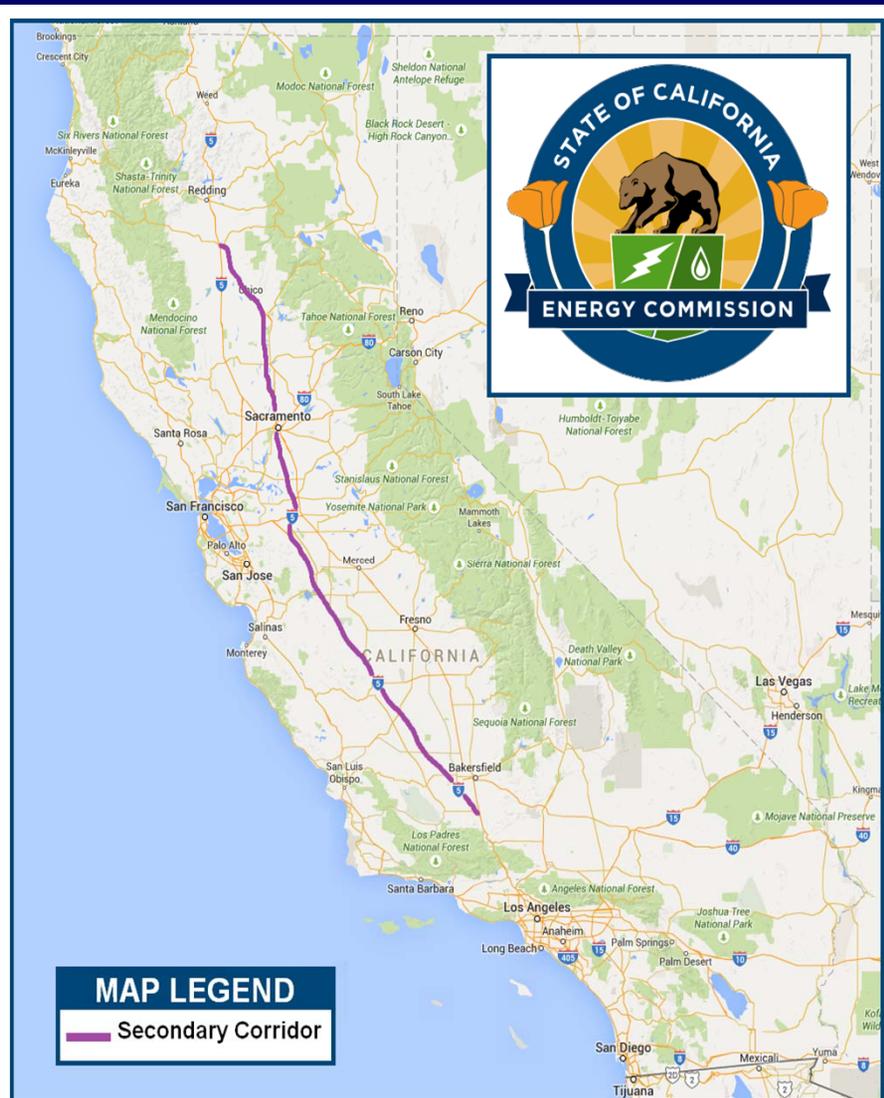




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Category B (Secondary)

- Highway 99 from Red Bluff to Sacramento
- I-5 from Sacramento to Wheeler Ridge





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| | ECHC Corridor | Maximum Award | Match Requirement |
|----------|--|----------------------|--------------------------|
| 1 | I-5: Oregon Border to Red Bluff | \$2,320,000 | No match required |
| 2 | I-5: South of Red Bluff to north of Sacramento | \$1,450,000 | No match required |
| 3 | SR 99: South of Sacramento to north of Fresno | \$1,100,000 | 25% |
| 4 | SR 99: Fresno to north of Wheeler Ridge | \$1,100,000 | 25% |
| 5 | US-101: San Jose to Buellton | \$1,740,000 | 25% |
| 6 | I-5: Wheeler Ridge to Santa Clarita | \$1,160,000 | No match required |
| 7 | I-5: San Clemente to Oceanside | \$220,000 | 25% |
| 8 | SR 99: South of Red Bluff to north of Sacramento | \$210,000 | No match required |
| 9 | I-5: South of Sacramento to north of Wheeler Ridge | \$700,000 | 25% |



Eligibility

- All public and private entities and individuals are eligible.
- Applicant must register or be registered with the California Secretary of State and be in good standing.



Maximum Number of Applications

- 1 application maximum per Applicant for each identified ECHC corridor.
- Applicants may submit multiple applications under this solicitation if each application proposes a project for different ECHC corridors.



Recommended Application Organization

- Application Form (**Attachment 1**)
- Project Narrative
- Scope of Work (**Attachment 2**)
- Schedule of Products and Due Dates (**Attachment 4**)
- Budget Forms (**Attachment 5**)
- Contacts List (**Attachment 6**)
- Letter(s) of Support/Commitment
- CEQA Compliance Form (**Attachment 7**)
- Localized Health Impacts Information (**Attachment 8**)
- ARFVTP Funding Restrictions Certification (**Attachment 9**)



Project Narrative

- Must respond directly to each criterion listed below
 - Project Location
 - Project Equipment
 - Relevant Experience and Qualifications
 - Project Implementation
 - Project Readiness
 - Project Budget/Finance
 - Expected Project Benefits
 - Innovations and Sustainability



Evaluation Process and Criteria

1. Administrative Screening
 - i. Pass or Fail
2. Technical Screening
 - i. The applicant is an eligible applicant
 - ii. The project is an eligible project
3. Grounds to Reject an Application
4. Technical Evaluation



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Administrative Screening Criteria

Pass or Fail

1. The application is received by the Energy Commission's Contracts, Grants, and Loans Office by the due date and time specified in the "Key Activities Schedule" in Part I of this solicitation.
2. The Application Form (Attachment 1) is signed where indicated.
3. The application addresses only one of the eligible project corridors, as indicated on the Application Form.
4. If the applicant has submitted more than one application, each application is for a separate corridor.
5. The requested funding does not exceed the maximums specified in Part I of this solicitation.
6. The budget forms are filled out completely
7. The application does not contain any confidential information or identify any portion of the application as confidential.
8. The applicant has not included a statement or otherwise indicated that it will not accept the terms and conditions, or that acceptance is based on modifications to the terms and conditions.
9. The applicant agrees to the Terms and Conditions (Attachment 9) and to meet all requirements of the solicitation by signing the Application Form.



Grounds to Reject an Application

- The application contains false or intentionally misleading statements or references which do not support an attribute or condition contended by the applicant.
- The application is intended to erroneously and fallaciously mislead the State in its evaluation of the application and the attribute, condition, or capability is a requirement of this solicitation.
- The application does not literally comply or contains caveats that conflict with the solicitation and the variation or deviation is material or it is otherwise non-responsive.



Technical Evaluation

- Applications passing all screening criteria will be submitted to the Evaluation Committee to review and score based on the Evaluation Criteria in this solicitation.
- The application's total score will be the average of the combined scores of all Evaluation Committee members.
- A minimum score of 70% (excluding bonus points) is required for the application to be eligible for funding.
- Bonus points (if any) will be added to obtain the final overall application score.



Technical Evaluation Continued

| Criterion | Possible Points |
|--|-----------------|
| Project Location | 25 |
| Project Equipment | 10 |
| Relevant Experience and Qualifications | 10 |
| Project Implementation | 25 |
| Project Readiness | 20 |
| Project Budget/Finance | 20 |
| Expected Project Benefits | 5 |
| Innovation and Sustainability | 5 |
| Total Possible Points | 120 |
| Minimum Passing Score (70%) | 84 |



Bonus Points for Installation of Fast Chargers: Table 4 Preferred Sites

- 10 Points: Applicant proposes to install 100% of preferred sites
- 7 Points: Applicant proposes to install more than 70% of preferred sites
- 5 Points: Applicant proposes to install more than 50% of preferred sites



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Schedule

| Key Activity | Action Date |
|--|-------------------|
| Solicitation Release | July 27, 2015 |
| Deadline for Written Questions* | August 7, 2015 |
| Anticipated Distribution Q/A and Addenda | August 14, 2015 |
| Deadline to Submit Applications by 3pm* | November 19, 2015 |
| Anticipated Notice of Proposed Awards Posting | January 2016 |
| Anticipated Energy Commission Business Meeting | March 2016 |

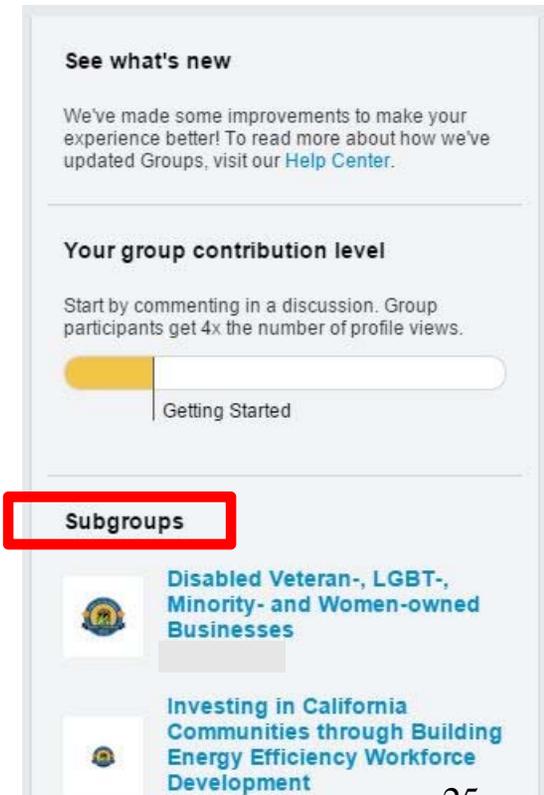
An addendum will be released if the dates change for the asterisked (*) activities.



Find Partners via LinkedIn

The Energy Commission has created a user-driven LinkedIn group page to help potential applicants **connect, collaborate** and **partner** on proposals for funding opportunities.

- Participants can join the “California Energy Commission Networking Hub” by:
 - Searching for the “California Energy Commission Networking Hub” group; or
 - Entering this link into your browser: (bit.ly/CalEnergyNetwork)
- Once there, find and join the desired solicitation subgroup.





Contact Information

Please submit your questions to:

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California Energy Commission

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Questions?