

# APPENDIX A

# APPLICATION

## Zero- and Near-Zero Emission Freight Facilities Project

Mobile Source Control Division  
California Air Resources Board  
March 21, 2018



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## ZERO- AND NEAR-ZERO EMISSION FREIGHT FACILITIES PROJECT APPLICATION

Please print clearly or type all information on this application.

1. AQIP Project: <a href="#">Click here to enter text.</a>		
2. Company Name/Air District/Organization Name/Individual Name: <a href="#">Click here to enter text.</a>		
3. Business Type: <a href="#">Click here to enter text.</a>		
4. Contact Name and Title: <a href="#">Click here to enter text.</a>		
5. Person with Contract Signing Authority (if different from above)/Air Pollution Control Officer (APCO): <a href="#">Click here to enter text.</a>		
6. Mailing Address and Contact Information:		
Street: <a href="#">Click here to enter text.</a>		
City: <a href="#">Click here to enter text.</a>	State: <a href="#">Click here to enter text.</a>	Zip Code: <a href="#">Click here to enter text.</a>
Phone: ( XXX ) XXX-XXX	Fax: ( XXX ) XXX-XXX	
Email: <a href="#">Click here to enter text.</a>		
<input type="checkbox"/> I have read and understood the terms and conditions of the Sample Grant Agreement.		

I hereby certify under penalty of perjury that all information provided in this application and any attachments are true and correct.

Printed Name of Responsible Party or APCO: <a href="#">Click here to enter text.</a>	Title: <a href="#">Click here to enter text.</a>
Signature of Responsible Party or APCO:	Date:

### Third Party Certification (if applicable)

I have completed the application, in whole or in part, on behalf of the applicant.

Printed Name of Third Party: <a href="#">Click here to enter text.</a>	Title: <a href="#">Click here to enter text.</a>
Signature of Third Party:	Date:
Amount Being Paid for Application Completion in Whole or Part: <a href="#">Click here to enter text.</a>	Source of Funding to Third Party: <a href="#">Click here to enter text.</a>

## **Attachment 1: PROJECT EXECUTIVE SUMMARY**

The Project Executive Summary must contain a summary of the proposed project. It is a self-contained document that identifies:

- The name of the applicant,
- The project technology demonstrator(s),
- The project title,
- The objectives of the project,
- A description of the project,
- Methods to be employed,
- Technologies to be utilized and supporting infrastructure,
- Potential benefits and outcomes,
- Major participants,
- Total project cost,
- Requested funding amount,
- Match amounts proposed,
- Expected emission reductions from the entire project in criteria, toxic and GHG and
- Requested funding amount.

The Project Executive Summary should not include information that is not in the rest of the proposal. This document must not include any proprietary or sensitive business information as it may be made available to the public. The project summary must not exceed 1 page when printed using standard 8.5" by 11" paper with a minimum of 1" margins (top, bottom, left, and right) with font not smaller than 11 point.

The *Project Summary for Public Posting* is required for all competitive applications for Low Carbon Transportation GGRF funds and will be publically posted on CARB's website at least ten days before CARB preliminarily selects applications as Grantees. The Brief Project Summary for Public Posting must be no more than 500 words and must include:

- Project Name
- Name of applicant and project partners.
- Brief description of proposed project including location (excluding personally identifiable information for any private individuals).
- Amount of funding requested.
- Total cost of project including requested funding amount and match amounts that are proposed
- Expected emission reductions in criteria, toxic and GHG
- Whether the project is to be located within or provide benefits to a disadvantaged community.

Please note that CARB may, at its sole discretion, modify the Project Summary for Public Posting to more accurately present the required project information as it is presented in the actual project application.

## **Attachment 2: PROJECT NARRATIVE AND WORK PLAN**

**THE PROJECT NARRATIVE MUST SEPARATELY ADDRESS EACH OF THE SCORING CRITERIA REQUIRING A RESPONSE LISTED IN THE EVALUATION AND SCORING SECTION OF THE SOLICITATION.** The first page of the project narrative must include the project's title, funding amount requested, applicant (public entity or non-profit organization), industry partner(s) that will act as the technology demonstrator(s) (if applicable), and data collection and analysis partner and end user(s). Partners are persons or organizations that will contribute resources to the project via cash, equipment/materials, facilities, or in-kind services. The project narrative must not exceed 25 pages when printed using standard 8.5" by 11" paper with a minimum of 1" margins (top, bottom, left and right) with font no smaller than 11 point. Additional information can be provided in an appendix to support the discussion in the Project Narrative, if necessary. Do not include internet addresses (URLs) as a substitute to providing information necessary to review the application. Provide sufficient information so that reviewers will be able to evaluate the application in accordance with these scoring criteria. The project narrative must contain affirmation that all parties participating in the demonstration have read the Sample Grant Agreement (Appendix B). Include the project's estimated reductions of GHG, criteria pollutant, and toxic air contaminant emissions for each vehicle, piece of equipment, system efficiency or facility improvement and in total (with supportive calculations included in Attachment 3). Describe any proposed use of existing infrastructure (e.g., electric vehicle supply equipment, hydrogen refueling stations, etc.) to support advanced technology project vehicles. Declare if the proposed project uses any equipment that has been funded with a public incentive program and state its incentive program status, as described in the Scope of Work section of the Solicitation. The project narrative must include a plan to ensure that emission reductions required by any incentive program's contract or grant are considered for the piece of equipment that is proposed to be used for the technology demonstration. Include a clear explanation of the steps required in the process for legal operations on California roadways, usage on port properties, rail yards, and other sites where funded vehicles or equipment will be operated. Explain the steps that will be followed to accomplish required government certification and verification protocols where applicable. Both the project narrative and work plan must address how the applicant will implement all of the tasks in the proposed scope of work. Provide bibliographic citations for any references cited, including names of all authors, the article and journal title, book title, volume number, page numbers, and year of publication. Enclose with your application any documents (or pertinent excerpts) that you cite in support of performance claims in your project.

### **Work Plan**

A detailed work plan needs to be included in the application package. The work plan should detail each specific task that is required to complete the demonstration project, as milestones, and the timing of each task that lead to the on-time completion of the demonstration project. Emission testing is a required element and must be included in the work plan where non-zero-emission technologies are part of the proposed project.

The work plan should be in a format that shows a logical sequence of tasks with project deliverables easily identifiable. The Grantee and technology demonstrator will make available, at CARB's request, all information and data generated as part of the project that is described in the work plan and scope of work.

### **Sample Work Plan Format**

- Task 9.        Hybrid School Bus Emission Testing  
                  The purpose of this task is to perform preliminary on-road emission testing on a demonstration hybrid school bus and collect fuel usage data.
- Task 9.1      *Hybrid School Bus Company* will install PEMS unit on school bus and verify that the PEMS is operating normally.
- Task 9.2      *Hybrid School Bus Company* will calibrate PEMS unit for on-road testing and perform on-road testing and evaluate results.
- Task 9.3      *Hybrid School Bus Company* will begin sampling of exhaust emissions and fuel usage using PEMS and on-board ECM.
- Task 9.4      *Hybrid School Bus Company* will collect emissions data from PEMS and fuel usage data from engines ECM.
- Task 9.5      *Hybrid School Bus Company* will evaluate emissions and fuel usage data and prepare report on emissions and fuel usage to Grantee

Deliverable Description: Emission and Fuel Usage Report  
Deliverable Due Date: June 30, 2019

### **Attachment 3: EMISSION REDUCTIONS AND COST-EFFECTIVENESS CALCULATIONS**

The applicant must use the methodology in Appendix D to determine emission reductions and cost-effectiveness of proposed projects and include the calculations and results here. All references and variables used that are not included in Appendix D must be cited and explained. All calculations and assumptions made must be shown clearly and in their entirety. SHOW ALL MATH used in calculations. Inaccurate calculations could result in disqualification.

The GHG emission reductions are to be based on life cycle analysis (well to wheel) and calculated in tons of CO<sub>2</sub> equivalent<sup>1</sup> reduced per year. Combined weighted criteria pollutant and PM emission reductions are to be based on exhaust emissions (tank to wheel) and calculated in tons reduced per year.

Eight cost-effectiveness calculations are required as follows:

1. Dollars per ton of GHG emissions (in CO<sub>2</sub> equivalent) reduced during the actual proposed project over a 2-year operational timeline for each vehicle and piece of equipment;
2. Dollars per ton of GHG emissions (in CO<sub>2</sub> equivalent) reduced, two year after the conclusion of the proposed project and based on a 10-year useful life for each vehicle and piece of equipment;
3. Dollars per ton of combined criteria pollutant and weighted PM emissions reduced during the actual proposed project over a 2-year operational timeline for each vehicle and piece of equipment;
4. Dollars per ton of combined criteria pollutant and weighted PM emissions reduced two year after the conclusion of the proposed project and based on a 10-year useful life for each vehicle and piece of equipment;
5. Dollars per ton of GHG emissions (in CO<sub>2</sub> equivalent) reduced during the actual proposed project over a 2-year operational timeline for all facility improvements;
6. Dollars per ton of combined criteria pollutant and weighted PM emissions reduced two year after the conclusion of the proposed project and based on a 10-year useful life for all the facility improvements that are part of the proposed project; and
7. Dollars per ton of GHG emissions (in CO<sub>2</sub> equivalent) reduced during the actual proposed project over a 2-year operational timeline that include the project in its entirety;
8. Dollars per ton of GHG emissions (in CO<sub>2</sub> equivalent) reduced, two year after the conclusion of the proposed project and based on a 10-year useful life that include the project in its entirety;

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<sup>1</sup> "CO<sub>2</sub> equivalent" means the number of metric tons of CO<sub>2</sub> emissions with the same global warming potential as one metric ton of another greenhouse gas.



## **Attachment 4: PROPOSED BUDGET, PROJECT MILESTONES AND DISBURSEMENT SCHEDULE**

The Proposed Budget must include all estimated labor, material, equipment, construction and installation costs associated with the project, including but not limited to:

1. requested administrative funds and description of any applicable commitments of cash or match funding for administrative expenses; and
2. requested project-related funds for:
  - a) production and/or deployment of project vehicles and equipment; and
  - b) site preparation, construction and installation of associated infrastructure needed to support project vehicles and equipment.
  - c) construction of funded renewable power generation and storage systems
  - d) education and outreach
  - e) other funded activities that are part of the proposed project
3. committed cash and in-kind match for:
  - a) production and/or deployment of project vehicles and equipment; and
  - b) site preparation, construction and installation of associated infrastructure needed to support project vehicles and equipment.
  - c) construction of funded renewable power generation and storage systems
  - d) education and outreach
  - e) other funded activities that are part of the proposed project

### **The Solicitation has a cost share requirement of at least 50 percent of the total project cost of which 10 percent must be cash committed by the project team.**

Please be as specific as possible when describing cash or in-kind match services (i.e., itemize staff time, equipment, consumables, or other costs that are being committed).

*Cash match* can include cash contributions to the project by the applicant or project partner, cash contributions from Federal, State, Local, and private sources, and administrative and project-related labor expenses, and equipment, materials and fuel purchased specifically for the project.

*In-kind match* refers to materials, equipment and services provided by project partners and made available to the project (i.e., access to existing hydrogen fueling station, equipment transportation). In-kind match can also include funding that is awarded to a member of the project team and will be used as part of the proposed project. Funds from GGRF are not allowed to be used as match.

The Project Milestones and Disbursement Schedule must follow the format described in Exhibit B Attachment II in the sample Grant Agreement (see Appendix B) and illustrated in the Sample Budget and Sample Project Milestones and Disbursement schedule later in this appendix. Milestones must be linked to specific tasks and deliverables detailed in the Project Scope of Work and Schedule and illustrated in the Sample Budget and Sample Project Milestones and Disbursement Schedule later in this appendix. All

disbursement amounts must be tied to a milestone; however, it is not necessary for every milestone to be paired with a disbursement request.

The following conditions apply to the proposed budget, and the Project Milestones and Disbursement Schedule:

1. Administrative expenses, both match and grant funded, must be described as either time-and-materials with detailed labor rates, or described as a work product deliverable (i.e., quarterly report, project management plan, etc.).
2. Any labor rate adjustments must be included in the application budget detail for the entire project term. Labor rates may not be increased at any time from those identified in the application.
3. All project partners must participate in the development of the project budget and the Project Milestones and Disbursement Schedule, and agree to be bound by it for the duration of the project. Any expectation of cost of living increases or increases in costs for project administration due to inflation or other reasons need to be included in the proposed project budget along with rationalization for any increases in administrative costs. Regardless of any proposed increases in costs due to cost of living, inflation or other reasons the total amount of funding for a proposed project will not be changed once the grant agreement is executed.
4. **All milestones are expense reimbursements. Expenses must be incurred before payment of grant funding. Purchase orders are not sufficient for reimbursement.**
5. Reimbursement for the final report must be at least 10 percent of the requested administrative budget or \$10,000, whichever amount is greater.

## Sample Proposed Budget

*The Sample Proposed Budget may be copied or recreated as needed.<sup>2,3</sup>*

(Numbers are provided for illustrative purposes only. Applicant may modify this sample budget to meet their specific needs. This page may also be edited, or deleted if not used)

<b>TASK 1 – PROJECT ADMINISTRATION</b>					
Direct Labor plus Expenses		Grant	Match Funding		
Position/Classification	Hourly rate	CARB	Cash	In-Kind	Total
Program Manager	\$200	\$10,000	\$2,000		\$12,000
Project Manager	\$150	\$45,000	\$15,000		\$60,000
Technician	\$80	\$40,000	\$8,000		\$48,000
Accountant	\$80	\$16,000	\$3,200		\$19,200
Clerical	\$60	\$24,000	\$3,000		\$27,000
<b>Labor Subtotal</b>		<b>\$135,000</b>	<b>\$31,200</b>		<b>\$166,200</b>
Direct Costs (non-labor)					
Travel Costs	N/A	\$20,000		\$20,000	\$40,000
Equipment and Supplies	N/A			\$5,000	\$5,000
Other Direct Costs	N/A	\$5,000	\$5,000	\$5,000	\$15,000
<b>Task 1 subtotal</b>		<b>\$160,000</b>	<b>\$36,200</b>	<b>\$30,000</b>	<b>\$226,200</b>
<b>TASK 2 – TECHNOLOGY DESIGN AND BUILD</b>					
Project Costs <sup>4</sup>	N/A				
Task 2.1-Purchase orders	N/A		\$80,000	\$20,000	\$100,000
Task 2.2-Parts delivered	N/A	\$2,000,000			\$2,000,000
Task 2.3-Assembly	N/A	\$1,500,000	\$500,000		\$2,000,000
Task 2.4-Test and certify	N/A	\$1,000,000		\$500,000	\$1,500,000
<b>Task 2 subtotal</b>		<b>\$4,500,000</b>	<b>\$580,000</b>	<b>\$520,000</b>	<b>\$5,600,000</b>
<b>TASK 3 – TECHNOLOGY DEMONSTRATION</b>					
Direct Labor					
Project Manager	\$150	\$30,000			\$30,000
Technician	\$80	\$40,000			\$40,000
<b>Labor subtotal</b>		<b>\$70,000</b>			<b>\$70,000</b>
Direct costs-Travel/Supplies		\$50,000			\$50,000
Project Costs					
Task 3.1-Vehicle operation	\$80		\$500,000		\$500,000
Task 3.2-Data collection	N/A	\$200,000	\$100,000		\$300,000
<b>Task 3 subtotal</b>		<b>\$320,000</b>	<b>\$600,000</b>		<b>\$920,000</b>
<b>Total All Tasks</b>		<b>\$4,980,000</b>	<b>\$1,216,200</b>	<b>\$550,000</b>	<b>\$6,746,200</b>
			% of total		
Total Grant Request to CARB		\$4,980,000	74%		
Administration Portion of Request		\$226,200	4.5%		
Cash Match		\$1,216,200	18%		
In-Kind Match		\$550,000	8%		

<sup>2</sup> Hourly rates must include direct labor plus overhead and fringe benefits. Any adjustments to hourly rates that may occur over the term of the project must be detailed in the project budget and explained in the application.

<sup>3</sup> Provide additional detail, as necessary, to show cost break down by task, subtask, and project partner.

<sup>4</sup> Example assumes that Task 2 will be invoiced based on completion of work product deliverables.

### Sample Project Milestone and Disbursement Schedule

Milestone	Task Description	Project Funding		Match Funds	
		Project Funds	Administrative Funds	Cash	In-Kind
1	Conduct Kick-Off Meeting. Task 1.1 <sup>a</sup>	\$0	\$20,000	\$0	\$0
2	Status updates and quarterly progress reports. Task 1.2 <sup>a</sup>	\$0	\$150,000	\$0	\$0
...	...	...	...	...	...
7	Execute purchase orders. Completion of Task 2.1 <sup>b</sup>	\$0	\$0	\$0	\$0
8.1	Part #1 delivered. Completion of Task 2.2.1 <sup>b</sup>	\$500,000	\$0	\$75,000	\$0
8.2	Part #2 delivered. Completion of Task 2.2.2 <sup>b</sup>	\$700,000	\$0	\$0	\$0
...	...	...	...	...	...
9.1	A, B & C assembled. completion of Task 2.3.1 <sup>b</sup>	\$0	\$0	\$15,000	\$20,000
9.2	D, E & F assembled. Completion of Task 2.3.2 <sup>b</sup>	\$0	\$0	\$0	\$0
...	...	...	...	...	...
10	Vehicle deployment. Task 3.1	\$0	\$0	\$10,000	\$0
11	Data collection. Task 3.2 <sup>b</sup>	\$200,000	\$0	\$0	\$5,000
12	Oversight of Tasks 3.1 and 3.2 <sup>a</sup>	\$120,000	\$0	\$0	\$0
13	Draft Final Project Report: Completion of Task 1.4	\$0	\$0	\$0	\$0
14	Final Project Report. Completion of Task 1.5 <sup>b</sup>	\$0	\$22,620	\$0	\$0
<b>Subtotal of Project Funds and Administrative Funds</b>		<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
<b>Grant Total Funding Amount</b>		<b>\$</b>			

- a) Indicates that work to be invoiced on a time-and-materials basis but not to exceed the total amount for the specific Milestone.
- b) Indicates that disbursement will include the total dollar amount for that Milestone contingent upon completion of a specific task supported with a deliverable (as detailed in the Project Schedule).

## **Attachment 5: DISADVANTAGED COMMUNITIES ELIGIBILITY DETERMINATION**

Project location is an important consideration in scoring an application for funding. Location in a disadvantaged community is not required to be eligible for funding. However, projects that are located in a disadvantaged community can be eligible for additional points during the scoring process and at least 90% of these funds must be located in or benefit disadvantaged communities.

Disadvantaged community status is determined using CalEnviroScreen 3.0. CalEnviroScreen is a screening methodology that is used to help identify California communities that are disproportionately burdened by multiple sources of pollution. CalEnviroScreen 3.0 gives scores to every census tract in the state. Those census tracts in the 75<sup>th</sup> percentile or higher are considered disadvantaged communities. CalEnviroScreen 3.0 mapping tool can be found at: <https://calepa.ca.gov/EnvJustice/GHGInvest/>

Being located in a disadvantaged community is determined by the location of the freight facilities that are part of the proposed project and the vehicles or pieces of equipment that will be domiciled, registered or operated a majority of the time. If a facility is partially located in a disadvantaged community, then the project located at that facility is, regardless of the exact site location is considered located in a disadvantaged community.

Determining if a project is providing benefits to a disadvantaged community will use the following process

If the project does not meet the above criteria for “located in,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits to a disadvantaged community; and meaningfully addresses an important community need\*.

Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a ZIP code that contains a disadvantaged community census tract\*\*;  
or
- B. Project provides incentives for freight vehicles or equipment that primarily serve freight hubs located in a ZIP code that contains a disadvantaged community census tract.

## **Attachment 6: PROCEDURES FOR HANDLING CONFIDENTIAL INFORMATION**

### **How CARB Handles Confidential Information**

The CARB prefers that you do not include confidential information (e.g., trade secrets) in your proposal. However, if you find it necessary to include such information, **clearly label it “Confidential”**, and submit under a separate cover. CARB will protect it as confidential information to the degree allowed by CARB regulations on information disclosure in conformance with State law (see Title 17, California Code of Regulations, section 91000, et seq.). The CARB will not disclose data identified by an applicant as confidential, except as required by law. However, because of the legal requirements for disclosure of some kinds of information, applicants are advised that the CARB cannot provide an absolute guarantee that all material designated as confidential will not be disclosed to the public. Also, the State cannot accept legal liability for such disclosure. If such restrictions are not acceptable to you, **DO NOT INCLUDE CONFIDENTIAL MATERIAL IN YOUR PROPOSAL.**

## Confidentiality Provision

The following statement must be signed and returned to CARB with your application if the application includes confidential information that you want to be protected as trade secrets.

\* \* \* \* \*

The restriction on disclosing this information shall not apply to any information identified by the applicant as confidential that (a) is already known to the public or the CARB at the time of disclosure, or (b) is or becomes publicly known through no wrongful or negligent act on the part of the review panel members or the CARB.

The applicant further agrees that s/he has read the following confidentiality provision and agrees to its terms and conditions.

It is understood that in the course of carrying out this agreement, the CARB may provide Confidential Information to non-CARB reviewers. Each review panel member agrees to use his/her best effort to hold Confidential Information in confidence and shall return it to the ARB upon the completion of the agreement.

This obligation shall apply only to Confidential Information that is designated or identified as such in writing by the CARB prior to the disclosure thereof. All Confidential Information shall be sent only to the review panel members. Moreover, this obligation shall not apply to any Confidential Information which: (a) is or becomes publicly known through no wrongful or negligent act on the part of the review panel; (b) is already known to the review panel member at the time of disclosure; (c) is independently developed by the review panel member without breach of this agreement; or (d) is generally disclosed to third parties by the CARB without similar restrictions on such third parties.”

X \_\_\_\_\_  
Applicant's signature

\_\_\_\_\_  
Date

Obsolete

**Attachment 7: LETTERS OF COMMITMENT**

Include letters of commitment from partners, subcontractors, community groups that are part of the project team etc., as appropriate to complete the application.



## **Attachment 8: CALIFORNIA ENVIRONMENTAL QUALITY ACT WORKSHEET**

This attachment must be submitted as part of the application if the project proposal includes proposed infrastructure installation (e.g., electric vehicle supply equipment or hydrogen refueling station). Additional information regarding this requirement is available in Appendix .E

The California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000 et seq.) requires public agencies to identify the significant environmental impacts of their actions and to avoid or mitigate them, if feasible.<sup>5</sup> Under CEQA, an activity that may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment is called a “project” (Public Resources Code § 21065). Agency compliance with CEQA may include preparing a Notice of Exemption or conducting an Initial Study and preparing a Negative Declaration, a Mitigated Negative Declaration, or, if there are significant impacts, an Environmental Impact Report.

The Lead Agency is the public agency that has the greatest responsibility for preparing environmental documents under CEQA, and for carrying out, supervising, or approving a project. Where the grant recipient is a public agency, the Lead Agency is typically the recipient. Where the grant recipient is a private entity, the Lead Agency is the public agency that has greatest responsibility for supervising or approving the project as a whole.<sup>6</sup> When issuing contracts, grants, or loans, the California Air Resources Board (CARB or Board) is typically a “Responsible Agency” under CEQA, which means that it may make its own CEQA findings based on review of the Lead Agency’s environmental documents. If CARB is the only public agency with responsibility for approving the project, then CARB may act as the Lead Agency and prepare its own environmental documents (based on analysis provided by the applicant).

This worksheet will help CARB determine what kind of CEQA review, if any, is necessary, and which agency will be performing that review as a Lead Agency. No project can be selected, nor can any grant be executed, until the CEQA requirements have been satisfied.

Please answer all questions in the worksheet below as completely as possible. It may also help you to think through the CEQA process necessary for your proposed project. The CARB may request additional information in order to clarify responses provided on this worksheet.

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<sup>5</sup> To view frequently asked questions and answers about CEQA, please visit <http://resources.ca.gov/ceqa/more/faq.html>.

<sup>6</sup> 14 CCR §§ 15050, 15051. The Lead Agency typically has general governmental powers (such as a city or county), rather than a single or limited purpose (such as an air pollution control district).

**1. What are the physical aspects of the project? (Check all that apply and provide brief description of work, including any size or dimensions of the project).**

<b>Project Aspect</b>	<b>Yes</b>	<b>No</b>	<b>Description of Project Aspect</b>
Construction (including grading, paving, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
Trenching	<input type="checkbox"/>	<input type="checkbox"/>	
New or replaced pipelines	<input type="checkbox"/>	<input type="checkbox"/>	
Construction of underground facilities (including tanks)	<input type="checkbox"/>	<input type="checkbox"/>	
Modification or conversion of a facility	<input type="checkbox"/>	<input type="checkbox"/>	
New or modified operation of a facility or equipment	<input type="checkbox"/>	<input type="checkbox"/>	
On-road demonstration	<input type="checkbox"/>	<input type="checkbox"/>	
Paper study (including analyses on economics, feedstock availability, workforce availability, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	
Laboratory research	<input type="checkbox"/>	<input type="checkbox"/>	
Temporary or mobile structures (skid-mounted)	<input type="checkbox"/>	<input type="checkbox"/>	
Design/Planning	<input type="checkbox"/>	<input type="checkbox"/>	
Other (describe and add pages as necessary)	<input type="checkbox"/>	<input type="checkbox"/>	

**2. Where is the project located or where will it be located? (Attach additional sheets as necessary.)**

Address	County	Type of Work to Be Completed at Site

**3. Will the project potentially have environmental impacts that trigger CEQA review? (Check a box and explain the answer for each question. Additionally, please provide a complete description of any direct physical changes and reasonably foreseeable indirect changes to the environment that may result from the project. Please provide as much detail as possible. You may provide additional information on supplemental pages as necessary.)**

Question	Yes	No	Don't Know	Explanation
Is the project site environmentally sensitive?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the project site on agricultural land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the land on which the project would be built previously disturbed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is this project part of a larger project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is there public controversy about the proposed project or larger project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will historic resources or historic buildings be impacted by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Question	Yes	No	Don't Know	Explanation
Is the project located on a site the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified as being affected by hazardous wastes or cleanup problems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the project generate noise or odors in excess of permitted levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Will the project increase traffic at the site and by what amount?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the project expected to result in environmental impacts to any other resource area (e.g., air quality, aesthetics, water quality)? (Add pages as necessary.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**4. Will the project require discretionary permits or determinations, as listed below?**

Type of Permit	No	Modified	New	Approving Agency	Reason for Permit, Summary of Process, and Anticipated Date of Issuance
Air Quality Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Water Quality Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Conditional Use Permit or Variance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Building Expansion Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Hazardous Waste Permit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Type of Permit	No	Modified	New	Approving Agency	Reason for Permit, Summary of Process, and Anticipated Date of Issuance
Rezoning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Authority to Construct	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other Permits (List types)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

5. Of the agencies listed in #4, have you identified and contacted the public agency who will be the lead CEQA agency on the project?

**Yes.** Provide the name and contact information for the lead agency.

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**No.** Explain why no contact has been made and/or a proposed process for making contact with the lead agency.

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6. If you identified an agency with discretionary approval authority over the project (see Item 4 above), has as the public agency prepared environmental documents (e.g., Notice of Exemption, Initial Study/Negative Declaration/Mitigated Negative Declaration, Environmental Impact Report, Notice of Determination) under CEQA for the proposed project?

**Yes.** Please complete the following and attach the CEQA document to this worksheet. (For "Not a project," the title of the document may be an e-mail, resolution, or letter.)

Type of Environmental Review	Title of Environmental Document (Attach the document to this form)	State Clearinghouse Number	Completion Date	Planned Completion Date (must be before approval of grant)
"Not a project" <input type="checkbox"/> Email <input type="checkbox"/> Letter <input type="checkbox"/> Resolution <input type="checkbox"/> Other:		N/A		N/A
Exempt (Resolution of public agency or Agenda Item approving Exemption)		N/A		N/A
Exempt (Notice of Exemption)		N/A		
Initial Study				
Negative Declaration				
Mitigated Negative Declaration				
Notice of Preparation				
Environmental Impact Report				
Master Environmental Impact Report				
Notice of Determination				

Obsolete

Type of Environmental Review	Title of Environmental Document (Attach the document to this form)	State Clearinghouse Number	Completion Date	Planned Completion Date (must be before approval of grant)
NEPA Document (Environmental Assessment, Finding of No Significant Impact, and/or Environmental Impact Statement)				

**No.** Explain why no document has been prepared. Propose a process for obtaining lead agency approval and estimated date for that approval (must occur before CARB will approve the grant).

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**Certification: I certify to the best of my knowledge that the information contained in this worksheet is true and complete. I further certify that I am authorized to complete and sign this form on behalf of the proposing organization.**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

Date: \_\_\_\_\_

## **Attachment 9: CONFLICT OF INTEREST DECLARATION**

All applicants must disclose any Conflict of Interest with their ability to fulfill the duties of the Zero- and Near Zero-Emission Freight Facilities Project Grantee. Summarize your organization's or any subcontractor's (as identified in Attachment 1 of this application) current, ongoing, or pending direct or indirect interest, which poses an actual, apparent, or potential conflict of interest with your ability to fulfill the duties of the Grantee. These may include but are not limited to financial arrangements with or interest in zero- or near zero-emission technology providers, vehicle manufacturers, or related organizations. ARB may consider the nature and extent of any potential or apparent conflict of interest in evaluating, considering, or scoring the application and may disqualify the applicant at ARB's sole discretion.



**Attachment 10: STD. 204 PAYEE DATA RECORD**

Please fill out and submit as a part of this application the STD. 204 Payee Data Record:

<http://www.dhcs.ca.gov/services/Documents/DHCS STD.204.pdf>

**This form is required, even if the applicant is a governmental entity. Applications that do not include this completed form will not be scored.**

**Attachment 11: APPLICANT QUALIFICATIONS**

1. Qualifications Narrative: Please provide an attachment describing your experience/expertise developing, implementing, or administering similar demonstration projects and working with vehicle and equipment manufacturers, technology providers, and other stakeholders; identify how this background will enable you to efficiently and effectively implement the Zero- and Near Zero Emission Freight Facilities Project. This narrative should not exceed two pages.
  
2. Staff Information: Include information for each staff member to be involved in developing, implementing, or administering the On-Road Advanced Technology Demonstration Project. Clearly identify staff proposed for day-to-day project implementation. Attach résumés.

Name:	Hourly rate:
Phone:	Email:
Title:	
Expected duties:	
Name:	Hourly rate:
Phone:	Email:
Title:	
Expected duties:	
Name:	Hourly rate:
Phone:	Email:
Title:	
Expected duties:	

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3. **Subcontractor Information:** Applicants may partner with other entities. Responsibility for deliverables lies with the primary applicant, and the grant will be awarded only to the primary applicant. Provide the names and information for any and all subcontractors and partners. Attach qualification narratives, résumés, and letters of commitment for individuals listed below. Each letter of commitment must describe the nature of the partner’s contribution to the project.

Name:	Hourly rate:
Phone:	Email:
Title:	
Expected duties:	
Name:	Hourly rate:
Phone:	Email:
Title:	
Expected duties:	
Name:	Hourly rate:
Phone:	Email:
Title:	
Expected duties:	

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