

APPENDIX A

AIR QUALITY IMPROVEMENT PROGRAM (AQIP) AND LOW CARBON TRANSPORTATION GREENHOUSE GAS REDUCTION FUND (GGRF) INVESTMENTS

ZERO-EMISSION TRUCK AND BUS PILOT COMMERCIAL DEPLOYMENT PROJECTS

APPLICATION



California Environmental Protection Agency

 **Air Resources Board**

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ZERO-EMISSION TRUCK AND BUS PILOT COMMERCIAL DEPLOYMENT PROJECT APPLICATION

Please print clearly or type all information on this application.

1. AQIP Project: Click here to enter text.		
2. Company Name/Air District/Organization Name/Individual Name: Click here to enter text.		
3. Business Type: Click here to enter text.		
4. Contact Name and Title: Click here to enter text.		
5. Person with Contract Signing Authority (if different from above)/Air Pollution Control Officer (APCO): Click here to enter text.		
6. Mailing Address and Contact Information:		
Street: Click here to enter text.		
City: Click here to enter text.	State: Click here to enter text.	Zip Code: Click here to enter text.
Phone: (XXX) XXX-XXX	Fax: (XXX) XXX-XXX	
Email: Click here to enter text.		
<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: Click here to enter text.	Title: Click here to enter text.
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: Click here to enter text.	Title: Click here to enter text.
Signature of Third Party:	Date:
Amount Being Paid for Application Completion in Whole or Part: Click here to enter text.	Source of Funding to Third Party: Click here to enter text.

Attachment 1: APPLICANT QUALIFICATIONS

1. Qualifications Narrative: Please provide an attachment describing your experience/expertise developing, implementing, or administering similar pilot or commercial deployment projects and working with vehicle and technology providers, and other stakeholders; identify how this background will enable you to efficiently and effectively implement a zero-emission truck or bus pilot commercial deployment. This narrative should not exceed two pages.

2. Staff Information: Include information for each staff member to be involved in developing, implementing, or administering a zero-emission truck or bus pilot commercial deployment 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:	

If more room is needed, this page may be copied or recreated.

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 project 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:	

If more room is needed, this page may be copied or recreated.

Attachment 2: PROJECT EXECUTIVE SUMMARY AND PROJECT SUMMARY FOR PUBLIC POSTING

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, technology provider(s), the project title, the objectives of the project, a description of the project, including methods to be employed, potential benefits and outcomes, major participants, and requested funding amount. It 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 ARB's website at least ten days before ARB preliminarily selects applications as Grantees. The Brief Project Summary for Public Posting must be no more than 500 words and must include:

- Name of applicant.
- Brief description of proposed project including location (excluding personally identifiable information for any private individuals).
- Amount of funding requested.
- Whether the project is expected to be located within or provide benefits to a disadvantaged community.

Please note that ARB 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 3: 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 provider(s) (if applicable), 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 15 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. Do not include internet addresses (URLs) as a substitute to providing information necessary to review the application. The project narrative must provide sufficient information so that reviewers will be able to evaluate the application in accordance with the scoring criteria contained in Section XV – Evaluation, Scoring, and Preliminary Selection. In addition, the project narrative must:

- Contain affirmation that all parties participating in the pilot project have read the Sample Grant Agreement (Appendix B).
- Articulate how and to what extent the proposed project provides benefits to disadvantaged communities, as outlined in the Eligible Projects section of the Solicitation, and detailed in the Solicitation Section XV. Evaluation, Scoring and Preliminary Selection.
- Include the project's estimated reductions of GHG, criteria pollutant, and toxic air contaminant emissions (with supportive calculations included in Attachment 4).
- Describe any proposed use of existing infrastructure (e.g., charging solutions for battery powered electric vehicles, hydrogen refueling stations, etc.) to support the advanced technology project vehicles. Describe the current use of the existing infrastructure and explain how it will meet the needs of project vehicles in terms of capacity, timely and safe refueling, and meeting applicable codes and standards.
- 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.
- 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 in the pilot project.
- Include a clear description of the applicable government certifications, approvals, and other requirements necessary for legal operation of the vehicles on California roadways, and provide documentation proving that the project vehicles meet the applicable requirements. If the applicant has not yet secured all of the necessary certifications and/or approvals, provide an explanation of the missing certifications and/or approvals, the steps required to secure these certifications/approvals, and a timeline for completing these steps.

(Note: the above is not a comprehensive list of required project narrative elements.)

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

The application package must include a detailed work plan. The work plan should detail each specific task that is required to complete the pilot project, as milestones, and the timing of each task that leads to the on-time completion of the project. Emission testing, if required, must be included in the work plan.

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 ARB'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 2. Truck Acquisition and Delivery: The purpose of this task is to order and purchase 20 battery electric delivery trucks. *The Electric Truck Company* will install battery propulsion systems and electric drivetrains onto Class 6 truck chassis provided by *Acme*. *Joe's Express Delivery* will integrate the electric trucks into their existing fleet.
- Task 2.1 Place Order: Grantee places order with *The Electric Truck Company*, including specifications on chassis design and truck and battery warranty requirements.
- Task 2.2 Obtain Certifications and Approvals: *The Electric Truck Company* secures all required government approvals for legal operation of their electric delivery trucks on California roadways.
- Task 2.3 Deliver First 10 Trucks: *The Electric Truck Company* delivers first 10 trucks to *Joe's Express Delivery* and trains drivers on vehicle operation, range, and charging. *Joe's Express Delivery* registers vehicles with the Department of Motor Vehicles, integrates the vehicles into their existing fleet, and coordinates with the third-party data analysis company on the installation of data loggers, data collection and retrieval. *Joe's Express Delivery* communicates with the Grantee and *The Electric Truck Company* on vehicle performance and suggestions for improvement.
- Task 2.4 Deliver Remaining 10 Trucks: *The Electric Truck Company* delivers remaining 10 trucks to *Joe's Express Delivery*. *Joe's Express Delivery*

registers vehicles with the Department of Motor Vehicles, integrates the vehicles into their fleet.

Task 2.5 Reporting: Grantee prepares status report on the delivery of the vehicles, including the dates that the vehicles were delivered and when they were placed in service in a status report to ARB. The report will include non-proprietary vehicle specifications, any challenges encountered in the production or operation of the vehicles, as well as changes or improvements made to the second 10 trucks based on operational learnings from the first 10 trucks.

Deliverable Description: Truck Acquisition and Delivery Status Report
Deliverable Due Date: June 30, 2016

Attachment 4: EMISSION REDUCTIONS AND COST-EFFECTIVENESS CALCULATIONS

The applicant must use the methodology in Appendix D to determine emission reductions and cost-effectiveness of their proposed project 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 CO₂ equivalent¹ 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.

Four cost-effectiveness calculations are required as follows:

1. dollars per ton of GHG emissions (in CO₂ equivalent) reduced during the actual proposed project over a 2-year period of vehicle operation;
2. dollars per ton of GHG emissions (in CO₂ equivalent) reduced during a 10-year period of project vehicle operation, based on a 10-year vehicle useful life;
3. dollars per ton of combined criteria pollutant and weighted PM emissions reduced during the actual proposed project over a 2-year period of vehicle operation; and
4. dollars per ton of combined criteria pollutant and weighted PM emissions reduced during a 10-year period of project vehicle operation, based on a 10-year vehicle useful life.

¹ "CO₂ equivalent" means the number of metric tons of CO₂ emissions with the same global warming potential as one metric ton of another greenhouse gas.

Attachment 5: PROPOSED BUDGET AND PROJECT MILESTONES AND DISBURSEMENT SCHEDULE

The proposed budget must include all estimated labor and material costs associated with managing the project, the administrative funds requested, and a description of any applicable commitments for in-kind services and match funding from all sources. In-kind services refer to resources or services contributed by the applicant to implement the project but are not included in the proposal for funding by the Air Resources Board (ARB). Please be as specific as possible when describing in-kind services (i.e., itemize staff time, equipment, consumables, or other costs that are being committed). Match funding refers to funds contributed by the applicant or other funding source. For public projects (e.g. public transit and public school bus projects), cash match may also include funding from federal, local and state agencies other than ARB. **The Solicitation has a Grantee cost share requirement of at least 25 percent of the total proposed budget of the project, of which 10 percent must be cash committed by the applicant, industry partner or, for public transit or school bus projects, federal, local and state agencies other than ARB.** The remaining cost share may be provided through a combination of in-kind contributions of labor, equipment, materials, equipment transportation, private financing, federal funds, or non-AB 118 and non-GGRF State funds.

Also provide a draft Disbursement Schedule in the format described in Exhibit B Attachment II in the sample Grant Agreement (see Appendix B).

Sample Proposed Budget

The Sample Proposed Budget may be copied or recreated as needed.
 (Applicant may modify this sample budget to meet their specific needs. This page may also be edited, or deleted if not used)

<u>DIRECT LABOR IN-KIND</u>	<u>HOURS</u>	<u>RATE</u>	<u>TOTAL</u>	<u>MATCH</u>
Program Manager	_____@	_____	_____	
Staff Assistant	_____@	_____	_____	
Technician	_____@	_____	_____	
Clerical	_____@	_____	_____	
			\$ _____	\$ _____
SUBCONTRACTOR(S) COST ITEMIZED			\$ _____	\$ _____
INDIRECT COSTS (OVERHEAD AND FRINGE BENEFITS)				
Overhead Rate		_____	_____	
Fringe Benefits		_____	_____	
			\$ _____	\$ _____
DIRECT COSTS (EXCEPT LABOR)				
Travel Costs			_____	
Equipment and Supplies (Itemized)			_____	
Other Direct Costs (Itemized)			_____	
			\$ _____	\$ _____
			Total	Total
TOTAL COSTS			TOTAL \$ _____	
			APPLICANT MATCH \$ _____	

The Solicitation has a Grantee cost share requirement of at least 25% of the total proposed budget of the project, of which 10% must be in cash.

Sample Project Milestone and Disbursement Schedule

Milestone	Task Description	Project Funding	
		Project Funds	Administrative Funds
1.3	Execute Grant Agreement, District Resolution	\$	\$
2.3	Conduct Kick-Off Meeting	\$	\$
Subtotal of Project Funds and Administrative Funds		\$	\$
Grant Total Funding Amount		\$	

Attachment 6: DISADVANTAGED COMMUNITIES EVALUATION CRITERIA

The table below is from page Volume 2, Appendix 2.A of the *Cap-and-Trade Auction Proceeds Guidelines for Agencies that Administer California Climate Investments*, released September 4, 2015.

<p>Table 2.A-1 Low Carbon Transportation</p> <p>Projects will achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology.</p> <p>Potential administering agencies: ARB, CalSTA/CTC, Caltrans / Local Transit Agencies</p>
<p style="text-align: center;">CRITERIA TO EVALUATE PROJECTS</p> <p style="text-align: center;"><i>Agencies can also use criteria in other applicable tables.</i></p> <p>When selecting projects for a given investment, give priority to those that maximize benefits to disadvantaged communities (e.g., use scoring criteria that favor projects which provide multiple benefits or the most significant benefits).</p>
<p>Step 1 – Located Within: <i>Evaluate the project to see if it meets at least one of the following criteria for being located in a disadvantaged community census tract* and provides direct, meaningful, and assured benefits to a disadvantaged community.</i></p> <p>Project must meet at least one of the following criteria focused on reducing air pollution for disadvantaged community residents:</p> <ul style="list-style-type: none">A. Project provides incentives for vehicles or equipment to those with a physical address in a disadvantaged community**; orB. Project provides incentives for vehicles or equipment that will be domiciled in a disadvantaged community; orC. Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a disadvantaged community (e.g., freight locomotives) or vehicles that serve transit stations or stops in a disadvantaged community (e.g., zero-emission buses); orD. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services in a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services, bikesharing services).

* For maps of disadvantaged community census tracts, refer to:
<http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

** "Those with a physical address in a disadvantaged community" may include individuals as well as businesses, public agencies, nonprofits, and other community institutions.

Continued on next page.

Attachment 6 (continued)

Table 2.A-1 Low Carbon Transportation (continued)

Projects will achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology.

Potential administering agencies: ARB, CalSTA / CTC, Caltrans / Local Transit Agencies

Step 2 – Provides Benefits To: *If the project does not meet the above criteria for “located within,” 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.*

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 vehicles or equipment that primarily serve freight hubs** located in a ZIP code that contains a disadvantaged community census tract, as identified in the list provided below; or
- C. Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, bikesharing services).

* “Those with a physical address in a disadvantaged community” may include individuals as well as businesses, public agencies, nonprofits, and other community institutions. For maps of disadvantaged community census tracts, refer to: <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

** For the purposes of #2.B. above:

“Freight Hubs” located in a ZIP code that contains a disadvantaged community census tract

Seaports:

- Benicia
- Long Beach
- Los Angeles
- Oakland
- Hueneme
- Richmond
- San Diego
- San Francisco
- Stockton
- West Sacramento

Rail Yards - BNSF Railway:

- Barstow
- Commerce/Eastern
- Fresno
- Hobart
- Richmond
- San Bernardino
- San Diego
- Sheila
- Stockton/Mariposa
- Watson
- Oakland International Gateway (OIG)

Rail Yards - Union Pacific Railroad:

- Colton
- Commerce
- City of Industry
- East Los Angeles
- Lathrop
- Mira Loma
- Oakland
- Railport-Oakland
- Intermodal Container Transfer Facility (ICTF)/Dolores
- Los Angeles Transportation Center (LATC)

Continued on next page

Attachment 6 (continued)

"Freight Hubs" located in a ZIP code that contains a disadvantaged community census tract (continued)

Air Cargo Airports:

- Burbank (BUR)
- Fresno (FAT)
- Orange County (SNA)
- Long Beach (LGB)
- Los Angeles (LAX)
- Ontario (ONT)
- San Jose (SJC)
- Oakland (OAK)
- Sacramento (SMF)
- Sacramento Mather (MHR)
- San Diego (SAN)

Ports of Entry:

- Calexico
- Otay Mesa

Distribution Centers and Warehouses:

A facility that is located in a ZIP code containing a disadvantaged community and that averages more than 100 heavy-duty truck trips per day or is serviced by a direct rail line, which receives, sorts, processes, temporarily stores, and redistributes inventory (products, goods) to retailers, wholesalers, or consumers. This does not include "big box" discount or warehouse retail stores, or storage facilities offered for rent or lease to the public.

The examples listed below are from Table 2-2 (page 2-14) of Volume 2 of the *Cap-and-Trade Auction Proceeds Guidelines for Agencies that Administer California Climate Investments*, released September 4, 2015. They include illustrative examples of common economic needs of disadvantaged communities (as identified by community advocates).

1. Create quality jobs and increase family income (e.g., targeted hiring for living wage jobs that provide access to health insurance and retirement benefits with long-term job retention, using project labor agreements with targeted hire commitments, community benefit agreements, community workforce agreements, partnerships with community-based workforce development and job training entities, state-certified community conservation corps, etc.).
2. Increase job readiness and career opportunities (e.g., workforce development programs, on-the-job training, and industry-recognized certifications).
3. Revitalize local economies (e.g., increased use of local businesses) and support California based small businesses.
4. Reduce housing costs (e.g., affordable housing).
5. Reduce transportation costs (e.g., free or reduced cost transit passes) and improve access to public transportation (e.g., new services in under-served urban and rural communities).
6. Reduce energy costs (e.g., weatherization, solar, etc.).
7. Improve transit service levels and reliability on systems/routes that have high use by low-income riders.
8. Bring jobs and housing closer together (e.g., affordable housing in transit-oriented development and in healthy, high-opportunity neighborhoods).
9. Preserve community stability and maintain housing affordability for low-income households (e.g., prioritize projects in jurisdictions with anti-displacement policies in place.)

Attachment 7: PROCEDURES FOR HANDLING CONFIDENTIAL INFORMATION

How ARB Handles Confidential Information

ARB 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 ARB will protect it as confidential information to the degree allowed by ARB regulations on information disclosure in conformance with State law (see Title 17, California Code of Regulations, section 91000, et seq.). ARB 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 ARB 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 ARB 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 ARB 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 ARB.

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, ARB may provide Confidential Information to non-ARB reviewers. Each review panel member agrees to use his/her best effort to hold Confidential Information in confidence and shall return it to 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 ARB 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 ARB without similar restrictions on such third parties.”

X _____
Applicant's signature

Date

Attachment 8: LETTERS OF COMMITMENT

Include letters of commitment from partners, subcontractors, etc., as appropriate to complete the application.

For transit projects that include anticipated match funding from the FTA, include documentation that best demonstrates the transit agency's expectation of receiving FTA funding including but not limited to the amount of FTA funding received in previous funding cycles, and the Designated Recipient's board-adopted program for FTA appropriations indicating how they will spend their anticipated FTA funds.

Attachment 9: 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., charging solutions for battery powered electric vehicles or hydrogen refueling station). Additional information regarding this requirement is available in Appendix F.

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.² 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.³ When issuing contracts, grants, or loans, the Air Resources Board (ARB 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 ARB is the only public agency with responsibility for approving the project, then ARB may act as the Lead Agency and prepare its own environmental documents (based on analysis provided by the applicant).

This worksheet will help ARB 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 Lead Agency has determined that the project is exempt from CEQA requirements, or 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. ARB may request additional information in order to clarify responses provided on this worksheet.

² To view frequently asked questions and answers about CEQA, please visit <http://resources.ca.gov/ceqa/more/faq.html>.

³ 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).

Project Aspect	Yes	No	Description of Project Aspect
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.

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

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				

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 ARB will approve the grant).

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 10: CONFLICT OF INTEREST DECLARATION

All applicants must disclose any Conflict of Interest with their ability to fulfill the duties of zero emission truck or bus commercial pilot deployment Grantee. Summarize your organization's or any subcontractor's or project partner'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 11: 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.