

CARB/CEC Zero Emission Drayage Truck and Infrastructure Pilot Project Workshop

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On June 11, the California Energy Commission (CEC) and the California Air Resources Board (CARB) hosted a remote-access workshop to solicit feedback on the forthcoming, first of its kind, joint solicitation for the Zero-Emission Drayage Truck and Infrastructure Pilot Project. This is a combined effort, with funding provided by CEC's Clean Transportation Program funds and CARB's Fiscal Year 2019-2020 Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program. This upcoming solicitation will provide up to \$20 million from CARB for large scale deployments of zero-emission Class 8 trucks and up to \$20 million from CEC for equipment and infrastructure to support the vehicles.

The purpose of the solicitation is to deploy large numbers of zero emission on-road drayage trucks in a single fleet; both electric and fuel cell technologies are eligible. Up to 3 projects will be funded by this solicitation. Many different freight facilities qualify for the project including: warehouses, distribution centers, sea/rail ports, intermodal, border points of energy, and other freight facilities. All applications will go through CEC's grant funding opportunity (GFO) application process. Technology manufacturers and end users must partner with eligible non-profit applicants (e.g. air districts, ports). Cost share for the project is 50%; cost of labor is an eligible cost share. Projects must benefit disadvantaged communities (DACs), if in a DAC the application will score higher. Upon award there will be two separate grant agreements, one with CARB for the vehicles and one with CEC for everything else. Community based organizations (CBOs) must be a part of the project team, including assisting in development of the project and advising the project team post-award selection.

The CEC detailed truck requirements during the workshop:

- Both battery electric and fuel cell on-road Class 8 trucks will be eligible.
- Both agencies want to see fleets of at least 50 trucks, but will be flexible with fleet size of fuel cell trucks. Entire fleet must be located in one location.
- An applicant can include a mix of technologies (fuel cell and electric) in their application.
- It is also possible to have multiple OEMs in the same application.
- The minimum range for each truck is 150 miles per refuel/recharge. Applicant must deploy all trucks by 2023.
- OEMs need to demonstrate economies of scale in their pricing.
- A CARB Executive Order (EO) must be in-place for all applied vehicles by mid-2022; trucks with EO at time of application will receive a higher score.
- Funding per truck will be up to \$500,000; at a rate of \$1,600 funded per mile of range.
- Possible to use Carl Moyer Program to help with fund matching.
- Reimbursement for the vehicles (up to \$500,000 per) will be given upon acceptance of truck.
- Score will be higher for longer range trucks.

The solicitation will be released mid to late July with awardees selected and into contract by December 2020. CARB project funds have until 2025 to be utilized. The workshop was hosted by Marc Perry, CEC. Individual CEC meetings with potential applicants are possible. The comment period for this workshop is currently open until June 18th; comments can be submitted [here](#).