PON-10-603 Advanced Medium- and Heavy-Duty Vehicle Technologies Pre-Commercial Demonstrations

**Questions and Answers**

September 16, 2011, revised September 21, 2011

Please note that answers to questions 18, 25, 41 are changes from the responses provided at the pre-application workshop.

## Eligible Applicants/Partnerships

1. QUESTION: Who is the applicant?

   ANSWER: The applicant is a not-for-profit technology entity who will be responsible for administering the block grant and coordinating projects. Applicant eligibility is determined on a case-by-case basis.[1] The Energy Commission will use two databases to screen for eligibility of applicants: filing status with the Secretary of State and tax status from the Internal Revenue Service. These tools may be used to check eligibility for specific entities that are interesting in submitting an application under this solicitation. However, the applicant must provide documentation from the Secretary of State and Internal Revenue Service that proves the entity is a not for profit entity in good standing with the Secretary of State with their application.

   Examples of not-for-profit technology entities might include, but are not limited to:

   CalETC
   CALSTART
   California Biodiesel Alliance
   Center for Sustainable Energy
   ~~Energy Independence Now~~
   EPRI
   Gas Technology Institute
   Natural Gas Vehicle Coalition
   Plug-In America
   San Francisco Clean City Coalition
   Western Propane Gas Association

   NOTE: The Energy Commission does not endorse any particular entity and provides the above list (in alphabetical order) of potential applicants as an example only to assist applicants in developing their proposals. This list should in no way be considered all inclusive.

2. QUESTION: Is a local air district an eligible applicant?

   ANSWER: No, local air districts and other public agencies are not eligible applicants for this solicitation. However, a local air district may be a project partner.

[1] Organizations and individuals serving on the Advisory Committee for the Alternative and Renewable Fuels and Vehicle Technology Program are ineligible to apply for or receive funding under this solicitation. Member-based trade or industry groups, as well as members of such groups, are exempt. *See* California Energy Commission, *Alternative and Renewable Fuel and Vehicle Technology Program Advisory Committee Roles and Responsibilities*, http://www.energy.ca.gov/2010-ALT-1/documents/2010-2011_Advisory_Committee/2010-2011_Roles_and_Responsibilities.pdf.

3. QUESTION: Is a university an eligible applicant?

   ANSWER: Maybe. Public universities are considered “public agencies” under state law and therefore not eligible as applicants. For-profit universities are not “not for profit” and therefore not eligible as applicants. However, nonprofit universities, or the nonprofit arm of a public or private university, are eligible applicants under this solicitation, assuming the entity meets all other eligibility criteria.

4. QUESTION: Would the National Renewable Energy Laboratory (NREL) be eligible as an Applicant?

   ANSWER: No. NREL is a public agency and therefore not eligible as an applicant. However, the Alliance for Sustainable Energy, LLC, which manages NREL for the U.S. Department of Energy (DOE), is an eligible not-for-profit technology entity.

5. QUESTION: Is a port an eligible applicant?

   ANSWER: No, a port is a public agency and therefore not eligible as an Applicant. However, it may be a project partner.

6. QUESTION: Is a transit agency an eligible applicant?

   ANSWER: Transit agencies are usually “public agencies” under state law and therefore not eligible applicants for this solicitation. However, transit agencies that meet the definition of a not-for-profit technology entity may be an applicant. All transit agencies may be project partners.

7. QUESTION: If we have an all-electric truck without an internal combustion engine, would the electric motor manufacturer be considered an engine manufacturer? Or would Motiv, since we deliver the powertrain?

   ANSWER: For all-electric vehicles, the project will need to demonstrate partnership from the electric motor manufacturer as the engine manufacturer.

8. QUESTION: Would Electric Vehicles International (EVI) qualify as the "truck or engine partner" since they are the ones that will be assembling the vehicles in California to be tested through the demonstration project?

   ANSWER: Yes. EVI would qualify as the vehicle manufacturer in this case.

9. QUESTION: Is a company that upfits vehicles and provides the vehicle identification number (VIN) as final stage manufacturer an eligible original equipment manufacturer (OEM) partner?

   ANSWER: Yes, a company that upfits vehicles and provides a VIN as the final stage manufacturer would qualify as the OEM partner. The project should clearly describe the functions and role of the OEM partner.

10. QUESTION: Would an engine OEM be adequate when there is no vehicle OEM?

    ANSWER: Yes. The solicitation calls for a vehicle manufacturer or an engine manufacturer as a partner to the demonstration project.

11. QUESTION: Electric trucks do not use engine OEMs but may use motor OEMs. Will a partnership with a major motor OEM meet the partnership requirement?

    ANSWER: Yes, for electric vehicles, a motor OEM meets the OEM partnership requirement.

12. QUESTION: Would a project score higher if it has both an existing engine OEM and vehicle OEM as a partner?

    ANSWER: For screening purposes, only one OEM partner is required. Having both an engine OEM and vehicle OEM may score higher in the project scoring criteria (e.g., Market Transformation & Viability, Implementation) since it may demonstrate stronger partnerships and industry commitment to the project.

13. QUESTION: We have a new technology spark plug currently being tested in compressed natural gas (CNG) municipal bus fleets. Can we obtain a grant or do we have to partner with an engine manufacturer?

    ANSWER: All projects must partner with an engine manufacturer or vehicle manufacturer to be eligible for funding under this solicitation.

14. QUESTION: What is the definition of an air basin?

    ANSWER: For purposes of this solicitation, air basins are as designated by the California Air Resources Board (CARB). A map of California air basins is available at: http://www.arb.ca.gov/ei/maps/statemap/abmap.htm. Detailed descriptions of the air basins are available at: http://www.arb.ca.gov/desig/airbasins/60100-60114.pdf.

15. QUESTION: Why are the connecting “air basins” of Yolo-Solano and Sacramento not allowed for this solicitation? Or, are they included as long as a major air basin is included? Is a demonstration project in Sacramento eligible?

    ANSWER: A demonstration in an air district that is not one of the four named in the solicitation (e.g., Sacramento) is eligible if the technology will also be demonstrated more than 50 percent of the time in one of the four named air districts. See Addendum 2 to the solicitation.

16. QUESTION: Can a single application package, made up of multiple projects, fulfill the requirement to demonstrate vehicles in at least one of the target air basins or are you requiring every individual project to demonstrate in the target districts?

ANSWER: Each project within an application should include demonstration of the proposed technology in one of the four named air districts for more than 50 percent of the time. See Addendum 2 to the solicitation.

## Prototype/Technology Eligibility Questions

17. QUESTION: Is the installation of the completed, PIER-developed natural gas engine with the electronic actuated values an eligible demonstration project?

    ANSWER: No. The purpose of this solicitation is to fund vehicle technologies. Because the technology was tested in a stationary application, it is not an eligible prototype for an on-road vehicle demonstration. However, this technology would be eligible for funding if it were integrated into a prototype vehicle before the application is submitted and the application meets all other eligibility requirements.

18. QUESTION: If we have the powertrain operational on a prototype vehicle, could the project be putting this already-tested powertrain into a new chassis, at a pre-production level (i.e. having the project include the steps to put this powertrain into the chassis manufacturer's pre-production or production line)?

    ANSWER: Yes, as long as the prototype vehicle has a GVWR within no more than one class of the proposed pre-commercial vehicle.

19. QUESTION: Would a Linear Synchronous Motor, MagLev, or Automated Fixed Guideway system qualify under this solicitation?

    ANSWER: No. These are not vehicle technologies and therefore do not fall within the scope of this solicitation. Rather, they are transportation infrastructure systems. Only the vehicle part of the system would qualify for potential funding.

20. QUESTION: Are hydraulic hybrid technologies eligible for funding?

    ANSWER: Yes, hydraulic hybrid technologies are eligible for funding under this solicitation.

21. QUESTION: Our vehicle is an eligible vehicle under the Hybrid Truck and Bus Voucher Incentive Program (HVIP), but we don't anticipate that sales will occur until a demonstration is completed. Is this vehicle eligible for the demonstration program?

    ANSWER: No. A vehicle that is eligible under one of the existing state-funded incentive programs for commercial vehicles (e.g., HVIP, Vehicle Buy-Down Incentives Program) is not considered pre-commercial and is not eligible for funding under this solicitation. However, if no sales have occurred on the vehicle, the vehicle could be withdrawn from the existing incentive program and become eligible for this funding opportunity.

22. QUESTION: If we remove the vehicle from HVIP, is the vehicle still eligible if it has California Air Resources Board (CARB) certification?

ANSWER: Yes. CARB certification is not relevant to whether a vehicle is pre-commercial or not under this solicitation.

23. QUESTION: Would a hybrid-electric medium/heavy-duty "work truck", such as a utility bucket truck that hauls personnel, equipment, tools and commercial parts, fall within the Energy Commission's definition of alternative fueled vehicles operating in the "commercial goods movement" sector?

    ANSWER: No, this example would not meet the definition of a goods movement application and would not receive preference points under that criterion. However, this vehicle technology in a utility work truck application could be eligible for funding under the solicitation if it meets the "Eligible Applications and Project" criteria on pages 4-5 of the Application Manual.

24. QUESTION: Is a project combining minimally intrusive hybrid technology that has been prototyped with different combinations of alternative fueled commercial chassis, but not the specific combination proposed, eligible for funding under this solicitation?

    ANSWER: Under this example, the prototype will be acceptable as long as the application clearly describes the relevance of the prototype to the demonstration vehicle and the demonstration vehicle is within one weight class of the prototype vehicle.

25. QUESTION: Could the demonstration project already underway, but for a vehicle not yet commercially available, be expanded to include technologies that have been prototyped on different applications? For example, there may be commercial technology that is available and prototyped for off-road applications which has not been prototyped for on-road vehicles.

    ANSWER: As long as the vehicle technology is not commercially available and it meets the eligibility criteria, it can be demonstrated under this solicitation. Referring to the example provided, a technology that is prototyped for off-road applications would serve as an acceptable prototype for an on-road vehicle demonstration.

26. QUESTION: Is renewable diesel considered an acceptable Alternative Fuel? If the proposed technology uses fossil diesel fuel instead of renewable diesel, is it eligible?

    ANSWER: Renewable diesel does not meet the definition of an Alternative Fuel under this solicitation. The focus of the solicitation is to demonstrate advanced, alternative technology medium- and heavy-duty vehicles. Fuel demonstrations are not included in the scope of this solicitation. Diesel technologies are not eligible under this solicitation unless they are coupled with an advanced vehicle technology (e.g., hybrid system), in which case, the advanced vehicle technology would be demonstrated.

27. QUESTION: Is an advanced auxiliary power unit (APU) and/or advanced truck idle reduction system a qualifying technology (i.e., advanced fuel cell APU using an on-board diesel reformer, lithium-ion-based systems)?

ANSWER: Standalone APUs are not eligible for funding under this solicitation as they are not directly connected to vehicle propulsion. If the fuel cell or part of the APU system is partially driving the vehicle, that part of the system is eligible for Energy Commission funding.

28. QUESTION: Must a qualifying technology be a vehicle propulsion technology?

    ANSWER: Yes.

29. QUESTION: If an engine has been prototyped and is ready for demonstration, must it have been prototyped in a full vehicle or is bench prototyping of the engine sufficient to serve as the engine prototype?

    ANSWER: The engine must be integrated into the prototype vehicle. The prototype vehicle may be a different application than that of the proposed demonstration vehicle; however, it must be within one weight class of the demonstration vehicle.

30. QUESTION: Does an advanced system that has been prototyped and validated on one engine, and is now ready to install and demonstrate on other comparable engine blocks fit the definition of a prototype?

    ANSWER: The engine with the advanced efficiency system must be integrated with the vehicle to fit the definition of a prototype.

31. QUESTION: Referring to the definition for “Pre-Commercial Demonstration”, are you requiring the vehicle to be assembled and built in California?

    ANSWER: No, the vehicle only has to be ready for operation in California. Successful projects will demonstrate emission reduction and petroleum reduction benefits for California and describe a strong future market in California for the proposed vehicle technology. However, demonstration projects that create economic benefits in California may be scored higher under the Economic Benefits scoring criterion.

32. QUESTION: Will the project simply certify that a prototype exists or is there a requirement for the prototype information to be somehow disclosed and explained?

    ANSWER: Certification by the project partner that an eligible vehicle prototype exists is sufficient to meet the technical screening criteria.

33. QUESTION: Does the Energy Commission expect that all demonstration vehicles will be built prior to the demonstration or, if only the base prototype must be built, may partners build the additional demonstration vehicles needed as part of the project during the demonstration project?

    ANSWER: Only the prototype must be built before the application is submitted. Additional demonstration vehicles may be built as part of the demonstration project.

34. QUESTION: The $8 hydrogen price cited is about double that expected for pipeline-derived hydrogen. Will the Energy Commission accept a $4 rate for vehicles refueling from pipeline sources, or a rate quoted by supplier?

    ANSWER: The Energy Commission will accept variances in the assumptions provided under the Market Transformation & Viability criterion if the assumption is validated and documented (e.g., supplier rate quote).

35. QUESTION: Is a fuel cell bus demonstration with a transit agency allowed for funding under this PON?

    ANSWER: Yes, as long as it meets the eligibility criteria. A transit agency would serve as the eligible fleet partner. Applicants must also show partnership with a vehicle or engine manufacturer.

36. QUESTION: Are there a minimum number of vehicles that must be demonstrated per project?

    ANSWER: No.

37. QUESTION: If the vehicle is in the process of being demonstrated/tested (that is, in operation - prior to commercial availability - at a client site), is this vehicle able to qualify for grant funding?

    ANSWER: Yes, a vehicle technology demonstration that is already taking place is eligible for funding under this solicitation. However, it is up to the applicant to respond to the evaluation criteria and describe how the expanded or new demonstration project will advance commercialization efforts for the proposed technology.

38. QUESTION: Would Di-Methyl Ether (DME) produced from natural gas qualify as an "alternative fuel"?

    ANSWER: DME is not eligible as an alternative fuel. However, a DME-hybrid vehicle technology may be eligible.

39. QUESTION: The project plan discusses Development of Advanced Technology. Does the new alternative fuel engine have to be completed and installed in the test chassis before the application deadline or before the project selection?

    ANSWER: The engine must be completed and installed in the prototype vehicle before the application deadline.

40. QUESTION: Should the cost of replacing the battery be included in the Market Transformation & Viability response for the project?

    ANSWER: Yes.

41. QUESTION: We have an off-road liquefied propane gas (LPG) powered heavy-duty (class 7-8) truck in operation. Would that count as the qualifying prototype for a project that would be on-road and with a larger LPG engine?

    ANSWER: No, because the LPG engine to be demonstrated is not the same engine as the engine in the prototype vehicle.

42. QUESTION: Would the Energy Commission accept and score multiple projects using similar technology, but with different fleet types, different fleet partners, scope of work (SOW), location, and budget?

    ANSWER: If the demonstrations are for the same vehicle, they are defined as a single project. If the technology is tested in different vocations, the demonstrations could be considered separate projects. The application should explain the benefits that will result from demonstrations with the fleet partners in the new fleet vocation.

43. QUESTION: Must a diesel engine-powered hybrid use "renewable diesel fuel" to be eligible or can it use fossil-diesel fuel and still be eligible?

    ANSWER: Fossil-diesel fuel is eligible under this solicitation as long as the hybrid technology is pre-commercial and meets the other eligibility criteria.

44. QUESTION: Does a natural gas powered vehicle need to be hybridized in order to be eligible?

    ANSWER: No. Natural gas is an eligible alternative fuel and the proposed vehicle technology does not need to be hybridized to be eligible under this solicitation.

45. QUESTION: Ammonia is not listed as an alternative fuel. Could it be included?

    ANSWER: Ammonia would be eligible if it is used for hydrogen storage or as a hydrogen carrier and the fuel being used to propel the vehicle is hydrogen. While ammonia is not listed as an alternative fuel, the technology to convert ammonia to hydrogen fuel onboard the demonstration vehicle could be eligible under this solicitation if it meets all other eligibility criteria.

46. QUESTION: Are natural gas engine projects for stationary engines for natural gas pipeline and storage applications eligible?

    ANSWER: No, only vehicle technology demonstrations are eligible.

47. QUESTION: If the drivetrain technology is demonstrated in one platform, could the technology be demonstrated in another platform?

    ANSWER: Yes, assuming that ‘platform’ refers to a different chassis.

48. QUESTION: You mentioned power take-off (PTO) projects were applicable if they were tied back to the hybrid system that provided motive force; would other advanced systems developed as part of the hybrid propulsion, such as "Electric Accessories" that substitute for engine-driven vehicle systems, be eligible?

    ANSWER: Yes. Electrification of accessories is eligible under this solicitation because it is part of the hybrid propulsion in the example provided above. A standalone electric accessories package would not be eligible.

49. QUESTION: If a variant of an existing hybrid system was being developed to incorporate for the first time an "Electric Accessories" package (that would eliminate engine-mechanical-driven auxiliary devices such as A/C compressor, cooling fans, etc.) and this Electric Accessories package has been bench/dynamometer tested at the prototype level, but not tested in a vehicle during its prototype phase of development, would this project still be considered eligible for this funding?

    ANSWER: The package and hybrid system must be available in the built and operational prototype vehicle to be eligible as a prototype for this solicitation.

50. QUESTION: Will the grant fund the costs associated with integrating proven electric hybrid technologies with "Certified Natural Gas and Propane-Autogas" engine/vehicle platforms?

    ANSWER: Integration costs for this hybridization example can be funded by the Energy Commission.

51. QUESTION: Can the funding be put toward the last stage of moving the project toward commercialization? In other words, can the project have begun before funding is awarded?

    ANSWER: The demonstration can begin before the awards are announced. The performance period starts when the agreement is executed. However, the Energy Commission will not reimburse for costs incurred before the agreement is executed.

52. QUESTION: In the area of fuel enhancement, specifically on board hydrogen hybrid systems, does that need to be demonstrated with renewable diesel? If the fuel system is increasing mileage by 20-30% in the vehicle drivetrain, that should count as a technology. Is this correct?

    ANSWER: Use of renewable diesel is not a requirement. However, this solicitation is not for an alternative fuel demonstration. If you are demonstrating an alternative fuel vehicle propulsion technology, then it is eligible under this solicitation. See pages 3-4 of the Application Manual for definitions.

53. QUESTION: We have a vehicle charged by a primary drive engine that uses a lithium battery to power air conditioning and other systems. Is connection to the primary power train sufficient? The stored energy in the battery does not power the vehicle.

    ANSWER: It is not eligible since it does not provide motive power to the system.

54. QUESTION: We already have an on-road vehicle with an engine. Could this vehicle serve as a prototype for another on-road vehicle in the same weight class with a new, larger engine using the same drive system?

    ANSWER: If the engine size/technology is changing, that engine must be integrated into the demonstration vehicle to be considered a valid prototype.

55. QUESTION: On the 50 horsepower (hp) requirement for off-road vehicles, is it acceptable to include the diesel engine power in addition to the hybrid power source, whatever that might be, to get to the 50 hp?

    ANSWER: Yes, it is acceptable to combine the engine power with hybrid system to arrive at the 50 hp.

## Fundable Activities

56. QUESTION: Can the trucks be purchased using funds from the program?

    ANSWER: Yes, equipment may be purchased with Energy Commission funds. However, equipment purchased with state funds is subject to certain disposition requirements. See the sample Terms and Conditions for more information.

57. QUESTION: Can systems and components be updated on the truck(s) during the project? Can the cost of these updates be covered by the program funding?

    ANSWER: Yes, if the updates are critical to the demonstration project. The applicant is responsible for proving the critical nature of the updates to the project.

58. QUESTION: Can operating costs, such as fuel and maintenance, be covered as part of the program funding?

    ANSWER: Yes, operating costs (i.e., fuel, maintenance) for the demonstration vehicle(s) can be funded with Energy Commission funds.

59. QUESTION: Can grant money be used for alternative fueled engine/power train integration into demonstration vehicles?

    ANSWER: Yes, integration into additional demonstration vehicles (other than the prototype) is allowable.

60. QUESTION: Can grant money be used to cover any of the fuel cost differential compared to, say, diesel fuel during the demonstration project?

    ANSWER: Yes, fuel costs incurred during the agreement may be reimbursed.

61. QUESTION: At the end of a demonstration project, if required, can grant money be used toward returning alternative fueled vehicle engine back to its originally designed fuel?

    ANSWER: No. Moreover, if the vehicle or equipment is purchased with Energy Commission funds, the equipment must continue to be used for the grant purpose after the Agreement ends.

62. QUESTION: Can grant money be used for any required technical training of local vehicle/engine dealers who would be responsible for the alternative fuel vehicle demonstrations?

    ANSWER: No. Grant money cannot be used for training, but training costs incurred by the project partner can count as match. The Energy Commission does have another funding opportunity with the Employment Training Panel that is designated for training activities for incumbent workers. If you are interested in funding technical training for alternative fuel vehicle technologies, please contact Darcie Chapman at dchapman@energy.state.ca.us or (916) 651-0482.

63. QUESTION: Will the grant pay for demonstration of an existing prototype?

    ANSWER: Yes, as long as the prototype is pre-commercial. The value of the vehicle may be counted as match based on the depreciated value of the equipment, pro-rated over the term of the agreement.

64. QUESTION: Should these pre-commercial vehicles be sold or can they be leased for a nominal value and returned to OEM/project originator after the demonstration?

    ANSWER: A loan or lease of the demonstration vehicle is acceptable.

## Funds Available/Match Funds

65. QUESTION: Are local air district or Metropolitan Planning Organization (MPO) funds considered non-state match?

    ANSWER: Yes. “Non-state funds” refers to the funds that are not from California state agencies. Funds from local agencies sources such as local air districts may be used as match.

66. QUESTION: When will a decision be made on when the additional $8M would be made available?

    ANSWER: The 2011-12 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program was approved on September 7, 2011, so the full $16,940,000 is available for this solicitation.

67. QUESTION: Can we count funding aimed at demonstration as match if it occurs before a grant award from the Energy Commission? Does all match funding need to be provided concurrently with the Energy Commission project, or can some of it come from earlier commitments?

    ANSWER: Funds expended or costs incurred prior to execution of a grant agreement with the Energy Commission cannot be counted as match funds for the project. However, for previously purchased equipment, the project may count the depreciated value of the equipment, pro-rated over the term of the agreement, as an in-kind match contribution.

68. QUESTION: Would the Energy Commission be looking at projects beyond the $16,940,000?
    ANSWER: Yes, the Energy Commission may increase the total amount available for this solicitation up to $26,940,000 to fund worthy applications beyond the current funding available ($16,940,000), if additional funding for this purpose is authorized through the 2012-13 Investment Plan. All passing projects, ranked by score, will be listed in the Notice of Proposed Awards (NOPA). Based on the ranking, the Energy Commission would go down the list to identify applications to receive the additional funding.

69. QUESTION: Is an application that is only for $8,940,000 or less, and not for the full $16,940,000, acceptable?

    ANSWER: Yes. There is no minimum funding requirement for an application.

70. QUESTION: Would a demonstration project already underway (but for a vehicle not yet commercially available), if appropriately expanded, be able to use federal or regional/local government funding as "match funding"?

    ANSWER: Yes, federal, regional, and/or local government funding could be counted as match for the demonstration. Match funds are those that are spent within the term of the agreement with the Energy Commission. Expenditures occurring in another demonstration project prior to execution of a grant agreement with the Energy Commission cannot be counted as match for the Energy Commission project. However, for previously purchased equipment, the project may count the depreciated value of the equipment, pro-rated over the term of the agreement, as an in-kind match contribution.

71. QUESTION: Does the Energy Commission have an estimate of the average project funding or range of funding per project?

    ANSWER: No. The Energy Commission is looking for projects that will result in emission reduction benefits in the air basins stated in the solicitation. There is no estimated award amount per project.

72. QUESTION: Should vehicles used in the demonstration project be subjected to standard warranty or just warranted during the demonstration months? Should the warranty cost be included in the proposed project cost?

ANSWER: The technology should be warranted during the demonstration. Warranty costs may not be included in the project cost, either as grant funds or as match.

## Administration

73. QUESTION: Is there a single kick-off meeting or is there a kick-off meeting for each project?

    ANSWER: The Energy Commission will have an agreement with the applicant. There is one kick-off meeting per agreement. The kick-off meeting will cover all projects contained within that agreement.
74. QUESTION: Does the Energy Commission have a point of view on how the $8.94 million for battery electric or hybrid electric vehicle funding will be split between "transit", "commercial goods movement" sectors, and "other" (if any)?

    ANSWER: No. However, preference points are available for passing projects in goods movement or transit applications.

75. QUESTION: Would a project that combines both an alternative fuel (CNG) and hybrid electric technology be able to receive funding simultaneously from the $8.9 million for hybrid electric and the $8 million for alternative fueled vehicles?

    ANSWER: Awards will be based on project evaluation and the request for funds for that project. The available funding will be pooled and it will be the Energy Commission's responsibility to ensure that the projects funded are consistent with the intent for those funds as described in the adopted investment plans.

76. QUESTION: Could you clarify the 20-page limit? Does that include the SOW or does the SOW have a separate limit?

    ANSWER: The 20-page limit applies to each project submittal. If there are five proposed projects under one application, the application could be up to 105 pages (20 per project plus 5 for the applicant), plus supporting appendices. The Cover Page, Narrative and data/spreadsheets to substantiate the narrative are included in the 20-page limit for each project. The rest of the sections, including the SOW, may be included as appendices and do not count toward the page limit.

77. QUESTION: When the project scores in an Application are averaged, is it a straight average or does the average take into account the funding requested and the cost share % (i.e. a cost weighted average)?

    ANSWER: The total application score is a straight average of passing projects and the applicant score. It is not a cost weighted average.

78. QUESTION: Is it correct to assume that all times posted for deadlines are posted as Pacific time (i.e. local California time)?

    ANSWER: All posted times for deadlines are in Pacific Daylight Time.

79. QUESTION: If a very highly scored project is included in an application that was not selected, would the Energy Commission consider moving the project to a funded application?

    ANSWER: No.

80. QUESTION: We do calibration and tuning prior to demonstration. Is this permitted in the scope of the project? Is the preparatory work that leads to the demonstration eligible?

    ANSWER: Calibration and tuning may be included in the scope of work for the project. However, only work performed during the term of the agreement with the Energy Commission is eligible for reimbursement or to count as match.

81. QUESTION: How long after approval must the demonstration take place?

    ANSWER: Typically, Energy Commission agreements are limited to 3-year terms, from the date of execution of the agreement. Higher scores will be given to projects that can be completed within 18 to 24 months under the Implementation criterion.

82. QUESTION: Is the PON open to all applicants on an even "playing field?"

    ANSWER: The solicitation is open to all applicants that meet the definition of a “not for profit technology entity.” All such applicants have an equal opportunity to participate. Any person or entity is eligible to be a project proponent within the application, as long as their project meets the eligibility criteria.

83. QUESTION: "Time of application" as used in "Project Screening Criteria" #4, page 23 of the PON - is this the date of application submission or the date when the project application is reviewed, or when the project application is approved or rejected?

    ANSWER: “Time of application” is the date when the application is first received by the Energy Commission. Note that applications received after 5:00 p.m. will be deemed received on the next business day.

84. QUESTION: What is the disposition of trucks at the end of the program regarding requirements for leaving the trucks in service, retrofitting components etc.?

    ANSWER: If the trucks or components are considered “equipment” and purchased with Energy Commission funds, then the equipment must continue to be used for the grant purpose after the end of the Agreement. There are no disposition requirements for equipment purchased with match funds.

85. QUESTION: What is the minimum length of the demonstration?

ANSWER: There is no minimum length of demonstration. The project proponent should justify the length of the proposed demonstration period in the project narrative to collect the necessary data and prove the benefits of the technology.

86. QUESTION: During the demonstration period, should the applicant and user keep track of fuel usage to quantify fuel savings, or this should be all hands off?

    ANSWER: The applicant is ultimately responsible for all reporting requirements under the grant agreement. The Energy Commission requires this information of the applicant to show the benefits of the demonstration and the potential of the demonstrated technology. The Energy Commission expects that the applicant will collect the appropriate data from the project partner(s) in order to meet this reporting requirement.

87. QUESTION: Does the final finished product need to be tested at a dynamometer facility to confirm compliance with the specifications presented in the proposal or is user feedback sufficient?

    ANSWER: There is no requirement to validate claims via dynamometer testing. Dynamometer testing is allowed as part of the project; however, match funds should be used to cover these costs. The application should describe how results (e.g., emissions, horsepower, etc.) will be validated.

88. QUESTION: Do we need to have user feedback and fuel/use log data as a part of project deliverables?

    ANSWER: Detailed fuel and use logs are not required deliverables. However, projects should have sufficient documentation to substantiate reported results upon request by the Energy Commission. In addition, project costs will need to be itemized with backup documentation. For example, if the project budget includes fuel costs, there may be a requirement to provide this level of detail.