

MINUTES
Climate Resiliency Committee
November 18, 2022
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MINUTES

JOINT CLIMATE RESILIENCY COMMITTEE
November 18 2022 9:00 a.m.

VIA ZOOM/IN PERSON

PRESIDING: Dan Richardson
MEMBERS PRESENT: Scott Randall, Lisa Gabee, Paula Grendel, Bruce Schwartz,
Debi Ferrer, Eric Hansen, Kelly Howsley-Glover
MEMBERS ABSENT: Brian Reel, Ryan Bessette, Kurt Conger
STAFF PRESENT: Jean Corbin
GUESTS: Tonya Brumley NW Natural, Haley Ellett City of Hood River,
Arthur Smith Wasco County Public Works

CALL TO ORDER

The meeting was called to order by Chair Dan Richardson at 9:02 a.m.

ROLL CALL

Roll Call was conducted by Secretary Jean Corbin. Present 5 in person; 3 via Zoom.

APPROVAL OF AGENDA

Lisa Gabee asked to have Arthur Smith added to the Agenda as a guest speaker. The motion carried unanimously to approve the agenda as amended.

Climate Resiliency Committee

"To address the increasing impacts of climate change; we will recommend local, affordable, and achievable actions and strategies to the City of The Dalles and Wasco County"

APPROVAL OF MINUTES

Debi Ferrer noted a typo was made. There was consensus to approve the November 18, 2022 Climate Resiliency Committee meeting minutes as amended.

AUDIENCE PARTICIPATION/PRESENTATION

NONE

COMMITTEE REPORTS

- A. Richardson reported on the Focus Area Spreadsheet that has been developed on the committee shared drive, he will be sending out an email with a refined version of this list and instructions for the December 9th meeting. The Committee agreed to work on the list via email and have a prioritized draft ready for the December meeting. The Focus Area List will reflect The Climate Resiliency Committee Mission Statement of being local, affordable, and achievable. The committee would like to have a draft ready to present to the City Council before the Budget Committee meets in May. Schwartz suggested having a laptop at the next meeting that can share screen so everyone is able to see the list and would allow for adding and removing items easier. See **Exhibit A**

Focus Areas:

- Incentive Programs/Education (homeowners building / remodeling, wildfire prevention)
- Buildings and Land Use Programs
- Heat Islands/Trees
- Vehicle/Fleet
- Energy Audit
- Power Supply/Renewable Energy
- Charging Station

Climate Resiliency Committee

“To address the increasing impacts of climate change; we will recommend local, affordable, and achievable actions and strategies to the City of The Dalles and Wasco County”

DISCUSSION ITEMS

A. Guest Speakers

1. Haley Ellett, Management Analyst for City of Hood River, distributed a handout and gave a presentation explaining her role as an analyst for the City of Hood River. A question and answer discussion followed. See **Exhibit B**
2. Arthur Smith, Wasco County Public Works Director, shared information about the Global Grant Services offered through DEQ. This one-time funding of approximately \$15 million is intended to support grants to public or private entities for capital improvements and technical assistance to support the installation of charging infrastructure for zero-emission medium- and heavy-duty vehicles.
For additional information and application See **Exhibit C and Exhibit D**

December Climate Resiliency Meeting

- A. The committee agreed that the December 9, 2022 Climate Resiliency Committee meeting will be a **two hour work session**, so that the committee is able to work on the Focus Area Spreadsheet. No other business will be taking place.

Next Meeting: December 9, 2022 9:00 a.m.

ADJOURNMENT

Being no further business, the meeting adjourned at 10:45 a.m.

Submitted by/
Jean Corbin, Secretary

SIGNED:



Dan Richardson, Chair

ATTEST:


Jean Corbin, Secretary

Climate Resiliency Committee

“To address the increasing impacts of climate change; we will recommend local, affordable, and achievable actions and strategies to the City of The Dalles and Wasco County”

Exhibit A

INCENTIVES & EDUCATION

Climate action revolving loan program (for nonprofits, education, et al institute renewables, climate practices)
 Fund to incentivize residents, businesses change light bulbs
 (Schools): Evaluate and incentivize purchasing of local food for schools meals programs. (County: Assist and incentivize.)
 Model and promote edible landscaping and gleaning; with model gardens, model landscaping, etc
 promote electrification of home heating and appliances
 Offer webinars about how to and incentives for solarization homes and businesses
 promote micromobility - walking, e-scooters, e-bikes
 promote electric vehicles / provide webinars about options, pros and cons of various models, tax incentives for residents and for fleets
 Create incentives for employees to reduce emissions in their daily commute
 Implement vehicle trip reduction policy incorporating teleconferencing, telecommuting and alternative work schedules, where practical. Establish video and/or web conferencing capabilities in all major City and County facilities
 Have the CRC design and implement a community outreach campaign to actively engage the public in reducing greenhouse gas emissions
 Promote the purchase of local goods and services to reduce transportation energy (Cut the distance between production and consumption)
 Offer webinars / training about individual actions residents can take to save money and energy and reduce carbon footprint

BUILDINGS & LAND USE

Review codes, support increased appropriate use of gray water
 Analysis of existing facilities for durability under extreme events (unseasonable snow, long "heat domes", dense wildfire smoke)
 new county/city buildings to require electric heat, AC, and water heating
 remodel all schools with respect to energy usage
 new schools to require electric heat, AC and water heating
 encourage (via tax rebates) renewable energy for homes and businesses, whether new or remodels
 consider zone changes for more multifamily housing, smaller scale units, and ADU's of various sizes
 zone changes to allow mixed use such as apartments over businesses
 solar panels for home and businesses
 Energy audit for county and city-owned buildings
 30+ new policies on building electrification introduced or passed in the US and Canada in the last six months.
 Residential rebates and loans for home or rental property that can help offset the upfront cost to upgrade windows, insulation and appliances.

HEAT ISLAND (& TREES)

Re-orient staff (public projects, maintenance, transportation staff and engineers) to understand large shade trees as critical infrastructure.
 Budget and support public maintenance of pavement and other nonorganic infrastructure impacted by large shade trees.
 Consider hiring permanent tree maintenance and tree-planting position.
 promote electric car share programs
 bike lanes
 Increase urban tree canopy
 Green Walls / Commercial Lattice Walls for buildings
 Promote the use of drought-tolerant native plants
 Analyze current city-wide tree canopy and develop a plan to improve as needed; consider city mini-grants to assist homeowners

TRANSPORTATION & CHARGING STATIONS

Conduct analysis of local govt fleets (city, county, school district) needs for charging stations and battery storage for fleets at 50% and 100% electric
 Support an expanded multi-use urban path system linking Riverfront Trail to both N-S and E-W paths, shopping, schools
 Create safe multi-use urban paths/routes to all schools in The Dalles.
 Build several pedestrian/bike "nodes" or "trailheads" with appropriate safety, lighting, to access urban paths -- e.g., downtown plaza
 Install public electric bike charging stations at appropriate locations
 Right-size public fleets to electric, efficient, vehicles where duty-cycle allows
 Evaluate street designs (lanes, sizing, traffic calming) to encourage safe use of bikes, pedestrians, while allowing emergency vehicle access
 Increase public awareness, and code enforcement, to keep sidewalks free of ice and snow (to encourage pedestrian use and safe school access)
 electrify school buses
 electrify city and county vehicle fleet
 Provide strategically placed recharging stations and priority parking for electric vehicles
 increase public transit - develop commuter-friendly transit plan
 facilitate home electric charging ability

Exhibit A

- a significant investment for expanded transit service
- greater investment in walking and biking facilities
- Establish a reduced idling policy for all government vehicles (heavy trucks)
- Use electric vehicles or bicycles whenever possible (e.g., for meter reading and building inspection)
- Implement an EV car-share program like CRuSE
- Consider Equity when making new transportation plans

ENERGY AUDITS

- Energy audit of city facilities to determine passive to active systems to reduce energy use and fuels use
- Energy audit of county facilities to determine passive to active systems to reduce energy use and fuels use
- Following audit, set target for greenhouse gas reductions from local govt buildings and vehicle fleets

POWER & RENEWABLES

- Evaluate feasibility for solar installation at local govt buildings (for electric, hot water, and vehicle-charging)
- Consider local incentive fund (on top of state, federal offerings) to make residential, commercial solar installation a faster ROI
- Host workshop to share ROI, lifecycle cost analysis, and incentives, for residents, businesses considering local solar installation
- community wide broadband
- address fugitive emissions from landfill
- encourage composting biodegradable materials
- recycling
- explore water re-usage
- evaluate storm water capture for reuse
- develop water conservation/drought management plan
- Identify additional water usage from Google and water treatment
- cooling/warming charging stations for unhoused individuals
- city street lighting - LED. Could be extended to commercial parking lights
- utility rebates (net metering)
- re-look at white river electrical production
- promote sustainable organic farming
- incentives for residential solar installation
- Install photovoltaic panels on existing buildings and for stand-alone lighting on streets and in parks, where appropriate and productive
- Encourage energy reduction of outdoor lights by switching to motion sensors and LED lights

MISCELLANEOUS (potentially good ideas that don't fit into our categories)

- Review Oregon DEQ low-carbon purchasing toolkit for local government, and applicability to major departments and purchases.
- Identify federal and state monies for shovel ready projects
- Identify grants and money to assist in accomplishment all the above items
- Increase consumption of local food in facilities with central cafeterias (schools, hospital, housing)

EXHIBIT B

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: April 11th, 2022

To: Honorable Mayor and Members of the City Council

From: Haley Ellett, Management Analyst

Subject: Energy and Emission Assessment- Discussion

Background:

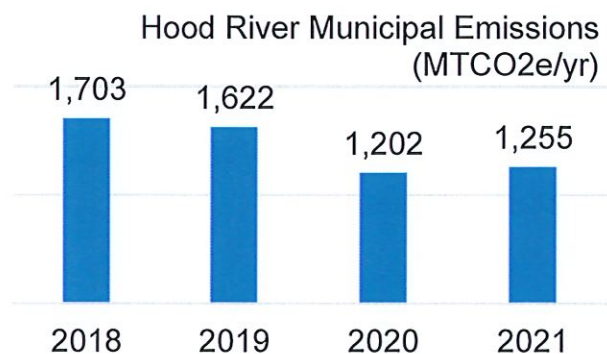
The City Council adopted [Resolution 2019-16](#) committing to reduce municipal greenhouse gas emissions to net-zero by 2035 and to review progress towards this goal annually. The annual review includes:

- 1) Energy use and emissions evaluation for City-owned buildings and fleet compared to a 2018 baseline
- 2) Analysis of current and proposed energy savings projects and their impact on reaching the City's goal of net-zero emissions by 2035

Annual energy use for City facilities and fleet is calculated based on utility bills and gas card usage amounts. Totals for each energy source (Pacific Power- electricity, Northwest Natural- natural gas and Fuel- gas/diesel) are calculated using standard energy units and then converted to kWh to allow for total energy use comparison. Emissions are calculated based on the total energy use for each source.

Discussion:

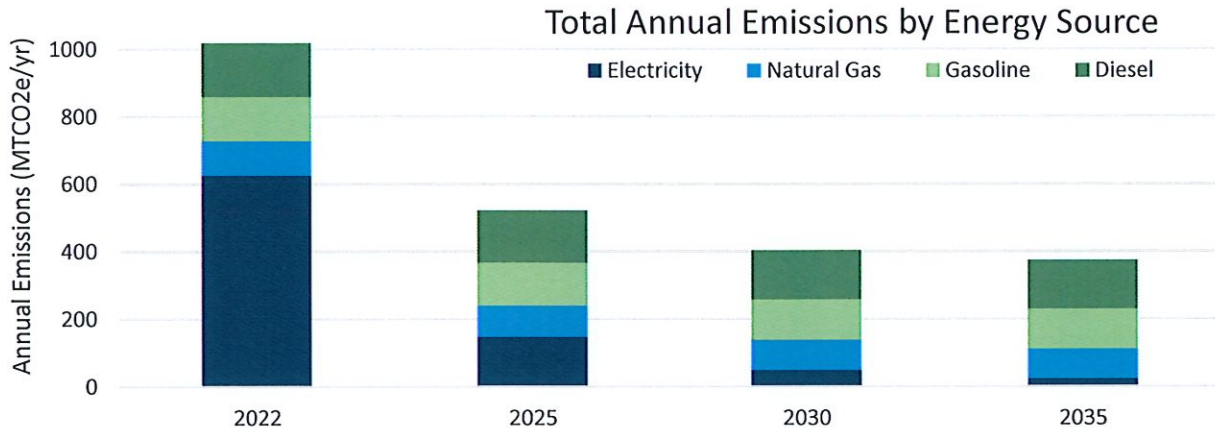
The City of Hood River has substantially reduced greenhouse gas emissions from municipal operations over the prior three-years. Emissions dropped by 26% from 1,703 Metric Tone of Carbon Dioxide Equivalent per Year (MTCO₂e/yr) in 2018 to 1,255 MTCO₂e/yr in 2021.



The City is on track to reduce its annual emissions 70% by 2035 based on planned emissions reduction projects. Most of this reduction is realized between 2022 and 2025 from the Wastewater Treatment Plant's ultraviolet disinfection system upgrade and digester improvements as well as the Dee Bridge In-line Hydro-electric Project. The City also benefits from Pacific Power's mandated transition to renewable energy sourcing to reduce emissions 100% to net zero by 2040.

EXHIBIT B

The City is limited in its ability to eliminate the final 30% of emissions after 2030 by existing technologies. The remaining emissions after 2030 are generally from vehicle use but also include natural gas heating for buildings. Viable alternatives to gasoline and diesel do not yet exist for the specialized vehicles needed for public works and emergency services operations. The future availability of low-carbon fuels or wider variety of electric vehicles are a possibility to meet emissions reduction goals. The City may also explore carbon offsets as a method to offset fuels use to reach net-zero emissions by 2035.



Staff Recommendation: Receive informational report and presentation.

Suggested Motion: No motion required.

Attachments:

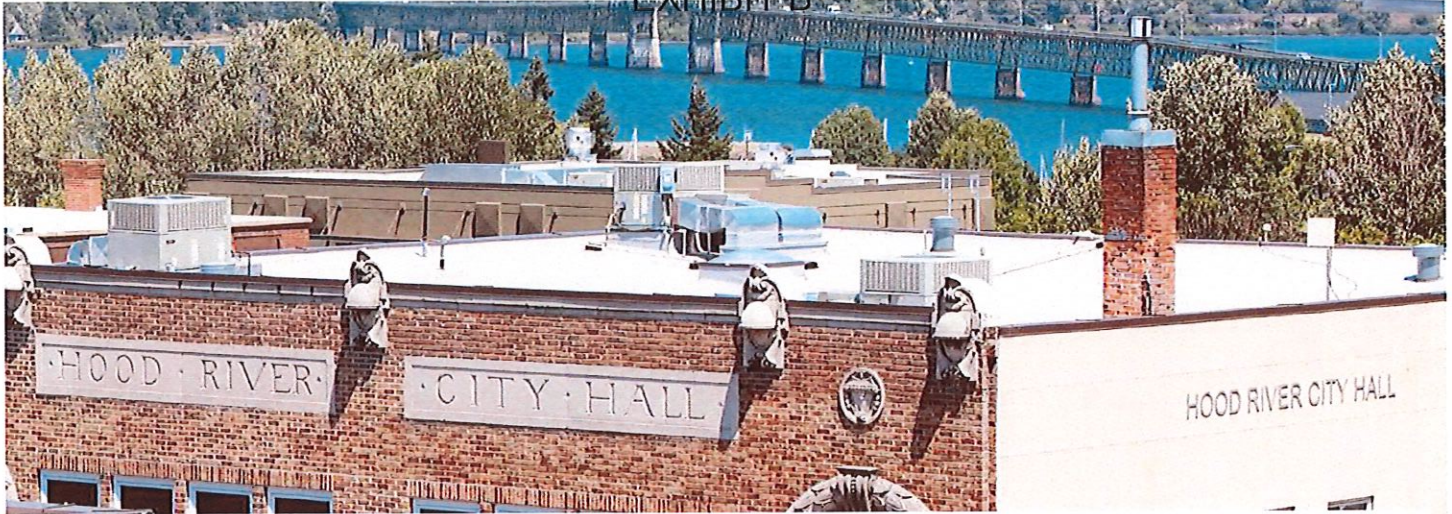
- Planned Projects Included in Emissions Forecast
- Energy and Emissions Assessment- Council Presentation StoryMap
[\[https://arcg.is/151fKa\]](https://arcg.is/151fKa)

EXHIBIT B

Planned Projects Included in Emissions Reduction Forecast

Program	Project	Emissions Impact	Year
Wastewater Treatment Plant	Digester Improvements	Medium	2022
	Ultraviolet Disinfection System	Medium	2023
	Solar Panel Expansion	Large	2024
City Hall	Weather Stripping	Minimal	2023
	Smart Thermostats	Minimal	2023
Fire/EMS	Pump Aquastat	Minimal	2023
	Smart Thermostats	Small	2023
	Control Ventilation	Small	2023
	Solar + Storage	Medium	2024
Police	Hybrid Vehicles	Medium	Multi-year
Public Works	Weather Stripping	Minimal	2023
	Control Retrofit	Minimal	2023
	Light Duty Electric Trucks	Medium	2025
	In-Line Hydro Electric Production	Large	2025

EXHIBIT B



Energy Usage and Emission Assessment- Council Presentation

For all City-Owned Buildings and Fleet

Hood River Public Works
April 4, 2022

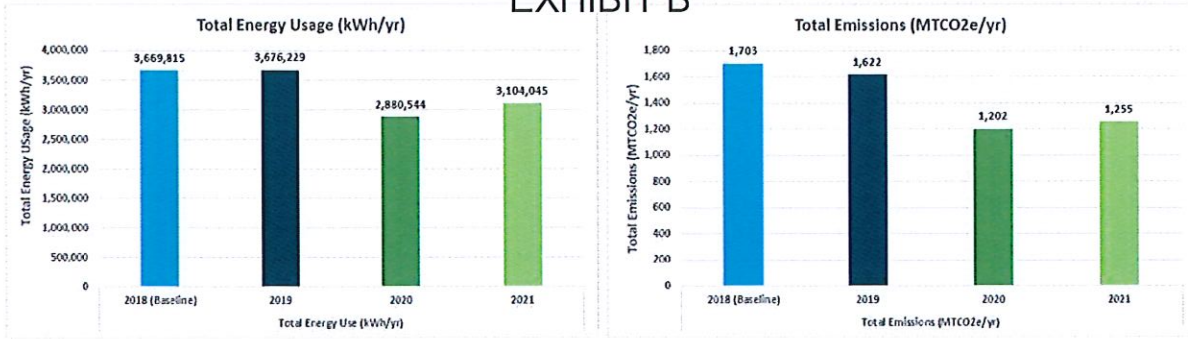
Energy Use and Emissions Assessment Project

Scope:

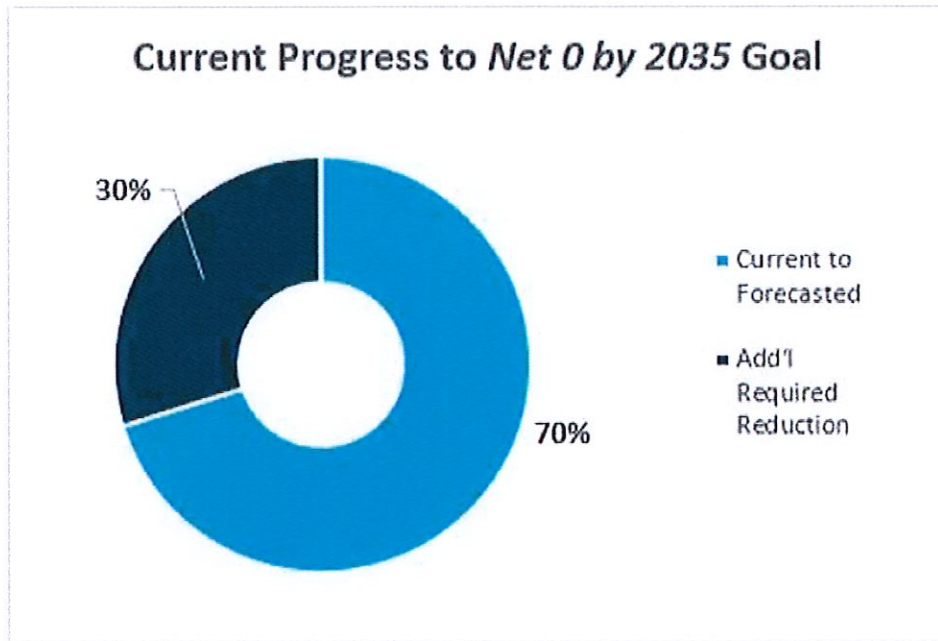
This project falls under the Council Work Plan Goal of creating a more environmentally sustainable community. The purpose of this assessment is to 1) evaluate annual energy use and emissions for City-owned buildings and fleet compared to the 2018 baseline and 2) review how current and proposed future energy savings projects can reduce energy use and emissions and help the City meet its goal of being at net zero emissions by 2035.

Data Analysis Totals and Progress to Goal

EXHIBIT B



Energy use was lower than anticipated in 2020 likely due to impacts from COVID-19 such as a decrease in tourism and the amount of staff/visitors in City facilities.



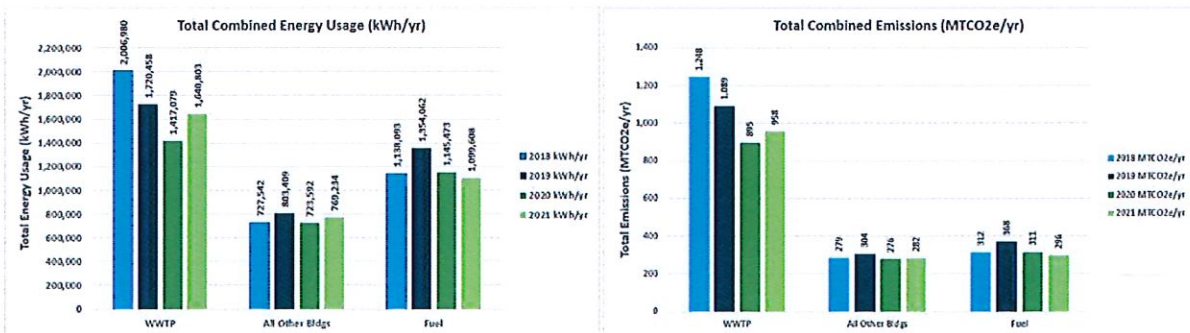
Completed and In-Process Projects

Annual energy use savings and emission reductions were forecasted for the below projects to analyze City progress to its net zero by 2035 goal.

EXHIBIT B

Location	Project	Completed?
WWTP	Solar Panels (existing)	Completed
	Boiler Upgrade	Completed
	DO Probe	Completed
	Digester Improvements	In Process
	UV System Upgrade	In Process
	Solar Panels (expansion)	Proposed
City Hall	Weather Stripping	Proposed
	Smart Thermostats	Proposed
Fire & EMS	Solar Panels (existing)	Completed
	HWR Pump Aquastat	Proposed
	Smart Thermostats	Proposed
	Control Ventilation	Proposed
	Solar + Storage (Microgrid)	Proposed
Public Works	Solar Panels (existing)	Completed
	Weather Stripping	Proposed
	Control Retro	Proposed
City-Wide	In-Line Hydro	In Process
	Hybrids (Fuel- Gasoline)	In Process
	EV Light-Duty (Fuel- Gasoline)	Proposed

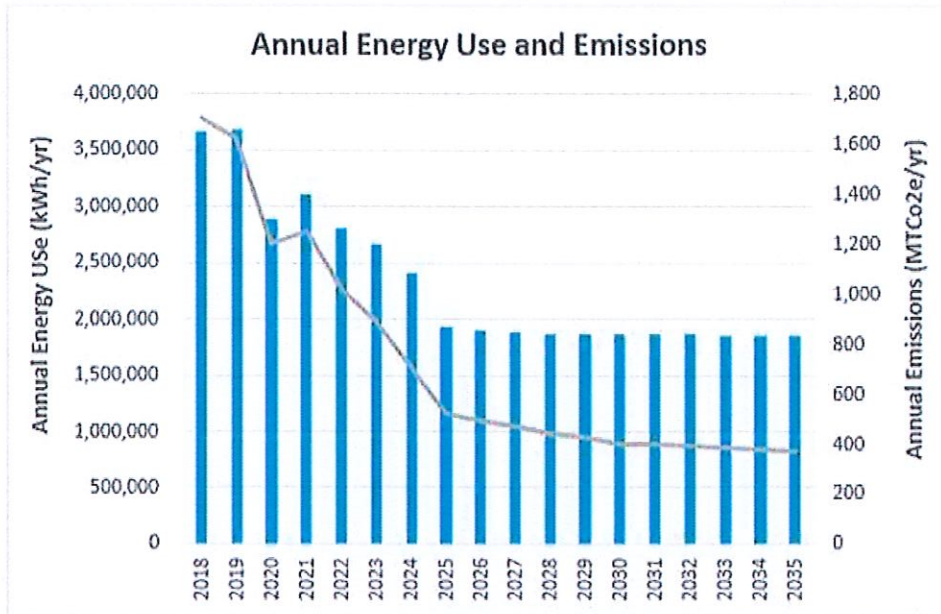
NOTE: Long term electricity use offsets in the form of the Pacific Power Blue Sky Program and the potential Green Tariff Program were not included in the progress to 2035 analysis past 2024 due to the large level of uncertainty present for timeline and overall savings.



Note: Total energy use and emissions values are higher than yearly totals provided above as the Blue Sky Program offset was omitted from these graphs.

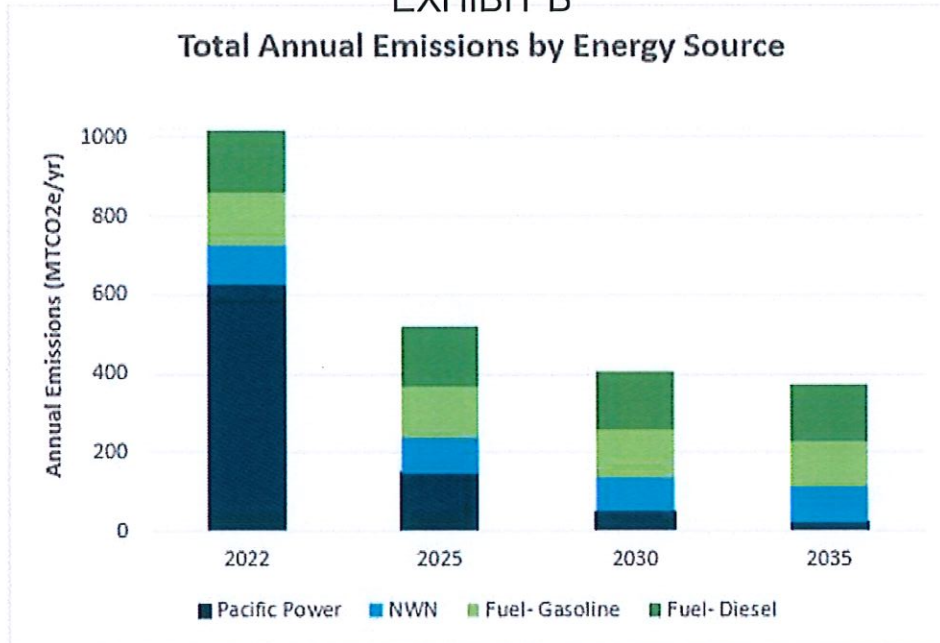
EXHIBIT B

Progress to 2035: Annual Energy Use & Emission Reduction



- Long term emissions decrease significantly compared to 2021 levels due to the emission factor rate declining as Pacific Power sources higher amounts of renewable energy.
- The emissions factors used for Northwest Natural (0.0053 MTCO2e/therm) and Fuel (0.01 MTCO2e/gal) are not expected to decrease during the course of this analysis.
- Greater short-term emission reduction can be realized by implementing energy saving projects that use Pacific Power as an energy source within the next few years.

EXHIBIT B



Next Steps

- Monitor savings from existing projects and implement proposed energy saving projects as approved by Council.
- Update the energy and emissions assessment annually and review City progress to the net zero by 2035 goal.

Future

- Evaluate and recommend potential energy saving projects, especially projects that would decrease energy use from natural gas and fuel sources.
- Monitor potential energy offsets such as the Pacific Power Green Tariff program.
- Determine long-term actions needed to meet the City's net zero by 2035 goal.



Clean Vehicles

DEQ's mission is to be a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water.

[\(/deq/aq/programs\)](/deq/aq/programs)

[\(/deq/\)](/deq/)

[Home \(/deq/Pages/index.aspx\)](/deq/Pages/index.aspx) > [Air Quality \(/deq/aq/Pages/default.aspx\)](/deq/aq/Pages/default.aspx)

> [Clean Vehicles \(/deq/aq/programs/Pages/default.aspx\)](/deq/aq/programs/Pages/default.aspx) > [Oregon Zero-Emission Fueling Infrastructure Grant](#)

 Site Navigation

Oregon Zero-Emission Fueling Infrastructure Grant

Background

Oregon DEQ's pilot grant program for supporting medium- and heavy-duty zero-emission vehicle charging and fueling infrastructure projects is established by the State Legislature in HB 5202

(<https://olis.oregonlegislature.gov/liz/2022R1/Downloads/MeasureDocument/HB5202/Enrolled>) and HB 4139

(<https://olis.oregonlegislature.gov/liz/2022R1/Downloads/MeasureDocument/HB4139/Enrolled>) (2022).

This one-time funding of approximately \$15 million is intended to support grants to public or private entities for capital improvements and technical assistance to support the installation of charging infrastructure for zero-emission medium- and heavy-duty vehicles. Oregon DEQ will fund projects that meet criteria as established by the Oregon Legislature and the agency through a competitive, rolling application process. The goal of this grant program is to accelerate Oregon's transition from older, more polluting vehicles and equipment to new zero-emission trucks, buses and equipment. In addition, DEQ wants to facilitate development of a robust infrastructure to support a diverse range of Oregon fleets and fueling locations. Successful applicants will apply with comprehensive project plans for zero-emission fueling and request funding for the installation of the charging infrastructure and equipment.

The OZEF Capital Improvement Grants Application (</deq/aq/Documents/OZEF-CIGRFP.pdf>) pertains to projects that are ready to implement eligible capital improvements on site. Projects that are currently in need of technical-assistance funding should respond to the OZEF Technical Assistance Grant Application.

(</deq/aq/Documents/OZEF-TAGRFP.pdf>)

Eligible Applicants

To apply for funding, a person (as defined in 340-200-0020 (https://oregon.public.law/rules/oar_340-200-0020), including individuals, corporations and government entities) or one of Oregon's federally recognized tribes, must complete the application (Appendix A) and submit it to DEQ. The due date for the initial review period is **Jan. 15,**

2023. Applications submitted after that date will be reviewed on a rolling monthly basis until all program funding has been spent. All projects and fleets must be based entirely in Oregon to ensure the air quality benefits of DEQ's investments accrue inside the state.

Eligible Expenses

DEQ's goal for this pilot program is to support a diverse range of Oregon fleets and fueling locations as they design and build medium- and heavy-duty zero-emission vehicle and equipment fueling facilities of the future. Eligible expenses for Capital Improvement Grants include, but are not limited to, charging unit costs and utility improvements for the infrastructure site. Incentive amounts for the Capital Improvement Grants will be up to 80% of eligible project expenses for selected general applicants and up to 100% for Certification Office for Business Inclusion and Diversity (COBID) applicants. Eligible expenses for the Technical Assistance Grants include but are not limited to utility site assessments and other planning services. Incentive amounts for the Technical Assistance Grants will be 50% of eligible project expenses for select applicants and up to 100% for COBID applicants.

Program Status

DEQ will open the program for applications on Nov 15, 2022. Applicants for Capital Improvement grants must establish clear project plans if they wish to receive funding. Electrifying a fleet of medium- or heavy-duty vehicles is a long-term effort requiring several layers of planning, analysis, investment, change management and maintenance. In addition to a detailed fleet transition plan, applicants must complete site assessments with all relevant utilities and vendors to determine their fleet's needs and the viability of the required infrastructure. Finally, applicants should include a detailed project timeline showing how each phase of planning leads to the next and to the ultimate delivery of zero-emission vehicles and charging infrastructure in Oregon.

DEQ also offers financial support through the Technical Assistance grants on planning activities based on clear and concise descriptions of required planning support. Applicants for Technical Assistance grants must establish their project planning needs if they wish to receive funding. Electrifying a fleet of medium- or heavy-duty vehicles requires a lot of planning to understand the requirements of readying the site for ZEV fueling infrastructure. Applicants should include a list of all necessary planning activities including estimates for utility planning, construction assessments or other necessary third-party consultation services.

Applications and Requirements

Nov. 15, 2022 – Jan. 16, 2023: Initial Application Period

February 2023: Initial Award Announcement

Jan. 16, 2023 – Ongoing: Rolling Application Period

Rolling Application Review: After DEQ announces initial awards, the agency will review applications monthly and make additional award decisions until all available funds are allocated.

- OZEF Capital Improvement Grants Application (/deq/eq/Documents/OZEF-CIGRFP.pdf)
- OZEF Technical Assistance Grant Application (/deq/eq/Documents/OZEF-TAGRFP.pdf)

If you have questions about the program, application or requirements, please contact DEQ at dieselgrants@deq.oregon.gov (mailto:dieselgrants@deq.oregon.gov).

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(<http://www.oregon.gov>)

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Yes	No
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Vehicle Inspection Program Contacts

Vehicle Inspection Program home page (</deq/Vehicle-Inspection/Pages/default.aspx>)

</deq/Vehicle-Inspection/Pages/default.aspx>) **Submit a Question or a Comment** (</deq/Vehicle-Inspection/Pages/Contact-general.aspx>)

Portland Area: 503-229-5066

Medford Area: 541-776-6145

Toll-Free in Oregon: 877-476-0583

Hearing Impaired: 711

Administrative Offices

Map of office locations (</deq/Pages/Offices.aspx>)

Office Hours: Mon-Fri, 8 a.m.-5 p.m

Contact Form (</deq/Pages/Contact.aspx>) for questions not related to Vehicle inspection

Reception: 503-229-5696

Fax: 503-229-6124

Toll free in Oregon: 800-452-4011

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(<http://www.oregon.gov>)



Resources



- [Data Systems \(/deq/Get-Involved/Pages/databases.aspx\)](/deq/Get-Involved/Pages/databases.aspx)
- [DEQ Programs \(/deq/Pages/DEQ-Programs.aspx\)](/deq/Pages/DEQ-Programs.aspx)
- [DEQ Projects \(/deq/Programs/Pages/default.aspx\)](/deq/Programs/Pages/default.aspx)
- [Enforcement Actions \(/deq/Pages/Enforcement-Actions.aspx\)](/deq/Pages/Enforcement-Actions.aspx)
- [Internal Management Directives \(/deq/Get-Involved/Pages/imd.aspx\)](/deq/Get-Involved/Pages/imd.aspx)
- [Jobs \(/jobs/pages/index.aspx\)](/jobs/pages/index.aspx)
- [Media contacts \(/deq/about-us/Pages/Media-Contact.aspx\)](/deq/about-us/Pages/Media-Contact.aspx)
- [News Releases \(/deq/about-us/Pages/News-releases.aspx\)](/deq/about-us/Pages/News-releases.aspx)
- [Pollution Complaints \(/deq/Get-Involved/Pages/File-Pollution-Complaint.aspx\)](/deq/Get-Involved/Pages/File-Pollution-Complaint.aspx)
- [Programs Contacts \(/deq/about-us/Pages/Contacts.aspx\)](/deq/about-us/Pages/Contacts.aspx)
- [Public Notices \(/deq/Get-Involved/Pages/Public-Notices.aspx\)](/deq/Get-Involved/Pages/Public-Notices.aspx)
- [Public Records \(/deq/about-us/Pages/Request-Public-Record.aspx\)](/deq/about-us/Pages/Request-Public-Record.aspx)
- [Rulemaking at DEQ \(/deq/rulemaking/Pages/default.aspx\)](/deq/rulemaking/Pages/default.aspx)

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Exhibit C

(<http://www.oregon.gov>)



Exhibit D



Oregon Department of Environmental Quality Oregon Zero Emission Fueling Grants

Medium and Heavy-Duty ZEV Technical Assistance Grants

Initial Round Application Due Date: 1/16/2023

Request for Proposal

RFP General Information

Background

This pilot grant program for supporting medium and heavy-duty zero-emission vehicle charging and fueling infrastructure projects is established by the Oregon State Legislature in HB 5202 and HB 4139 (2022).

"...\$15 million was deposited into the Medium and Heavy-Duty Electrification Fund, established in HB 4139 (2022) for a grant program supporting medium and heavy-duty zero-emission vehicle charging and fueling infrastructure projects. This one-time funding is intended to support grants to public or private entities for capital improvements and technical assistance to support the installation of charging infrastructure for zero-emission medium and heavy-duty vehicles. Projects will be awarded through a competitive request for proposal process with priority given to projects located in communities disproportionately impacted by diesel pollution or are connected to proposed or existing transportation corridor projects, and projects that demonstrate available matching funds."

This one-time funding of approximately \$15 million is intended to support grants to public or private entities for capital improvements and technical assistance to support the installation of charging infrastructure for zero-emission medium and heavy-duty vehicles. Oregon DEQ will fund projects that meet criteria as established by the Oregon legislature and DEQ through a competitive process where applications will be evaluated on a rolling basis. The goal of this request for proposals is to identify projects that require technical assistance in planning fueling transitions from older, more polluting vehicles and equipment to new zero emission trucks, buses, and equipment.

This RFP pertains to those projects that are undergoing planning efforts to implement eligible improvements to make the site ready for a transition to zero emission fueling infrastructure. Projects that are currently in need of technical assistance funding should respond to this Request for Proposals. Projects that are ready to implement capital improvements may apply for OZEF Medium and Heavy – Duty Capital Improvement Grants through the RFP released 11/15/2022.

Call for Applications

DEQ is currently accepting applications from public and private entities for technical assistance grants to fund planning efforts required to initiate medium- and heavy-duty zero-emission charging infrastructure projects. Projects will be awarded through a competitive process open to all with priority given to projects that:

- are in Oregon and serve equipment registered in Oregon
- are publicly accessible,
- support Oregon-based fleets that provide local and regional service,
- will benefit communities disproportionately impacted by diesel pollution,
- are connected to proposed or existing transportation corridor projects,
- demonstrate and provide available matching funds.

Exhibit D

To respond to this RFP, a person (as defined in OAR 340-200-0020, including individuals, corporations, and government entities) or one of Oregon’s federally recognized tribes must complete the application included in this request for proposals (Appendix A) and submit it to DEQ at dieselgrants@deq.oregon.gov by **January 16, 2023**. Applications submitted after the initial due date will be reviewed on a rolling monthly basis until all program funding is obligated.

Project Eligibility

DEQ’s goal for this pilot program is to support a diverse range of Oregon fleets and charging locations as they design and build the heavy duty zero-emission vehicle and equipment facilities of the future.

All projects and fleets must be located in Oregon to be eligible to be awarded grant funds.

Eligible technical assistance and planning activities to install zero-emission charging infrastructure include but are not limited to:

- Utility Interconnection Feasibility Assessment and Planning
- Professional services (e.g., engineering services, consultant services)
- Site Layout and Design
- License fees and permits
- Fleet electrification plan

Proposal Evaluation

Proposals will be evaluated by using a scoring matrix to judge the **application’s completeness, applicant profile, and planning request**.

Application Completeness	<ul style="list-style-type: none">○ Application is filled out fully and correctly○ All required materials are included in a legible and comprehensive format○ Application is signed by the intended, authorized grant recipient○ Application is submitted to the Oregon Zero Emission Fueling Grants Pilot at DieselGrants@deq.oregon.gov with “OZEF Planning Application” as the subject header.
Applicant Profile	<ul style="list-style-type: none">○ Extends eligible grant funding to 100% for COBID Certified firms○ Prioritizes applications that serve environmental justice goals and equitable infrastructure investment (define if in addition to Vulnerable population and COBID)○ Prioritizes applications that have higher percentages of match funding
Planning Request	<ul style="list-style-type: none">○ Prioritize technical assistance and planning funding requests that provide official invoices, fees and estimates

Incentive Amounts

Incentive amounts for selected applicants will be up to 50% of eligible project expenses (100% for eligible COBID applicants). Incentives rates are subject to change at DEQ’s sole discretion. Once award decisions have been made and grant agreements are signed by all parties, the incentive amount for related projects will remain fixed as agreed.

Schedule for Application Review and Awards

Event	Date
RFP Release Date	11/15/2022
Informational Webinar	11/18/2022

Exhibit D

Initial Application Due Date	1/16/2023
Review and Award Period	2/15/2023
Rolling Applications Accepted	Monthly

Exhibit D
Appendix A

OZEF Technical Assistance Grants Pilot Application Form

Oregon Zero Emission Fueling Grants Application

Applicant/Company Name: _____	
Applicant/Company Address:	
Street: _____	Unit: _____
City: _____	State: _____
ZIP: _____	County: _____
Phone: _____ Ext: _____	Email: _____
Federal System for Award Management Registration, details: https://sam.gov/content/entity-registration	Applicant UEID #: _____
Site Information	
Site Name: _____	Fleet Manager: _____
Street: _____	Unit: _____
City: _____	State: OREGON
ZIP: _____	County: _____
Authorized Signature	
Authorized Party First Name (Print): _____	Last Name (Print): _____
Signature: _____	Date: _____

*Authorized Signature belongs to the person who will ultimately be responsible for the grant funds upon signing the grant agreement once awarded.

Project Information	Yes	No	N/A
Project will serve a government entity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project will serve a COBID Certified business	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project will be publicly accessible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project will be connected to proposed or existing transportation corridor projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project will support fleet with local and/or regional routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project requires 3 rd party technical assistance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Project will secure 50% matching funds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Exhibit D

Fleet Planning Efforts

Directions: Include a summary of the project. Describe the fleet (if applicable), charging system (phase 2/DC fast chargers), number of chargers, lot availability (public/private/combination), and planning efforts. Please include any third-party contractors or planning firm bids solicited for planning assistance.

*Please attach a document to the application if r summary goes beyond the space provided.

Medium and Heavy-Duty Vehicle Information

Directions: Select Fleet Vehicle Classifications and Provide Number per Classification for Zero Emission Vehicles ONLY.

Classes 3-6 (Vehicle Weight between 10,001-26,000 lbs.)	Number of EV's Planned/Owned in This Classification:	
Classes 7 & 8 (Vehicle Weight over 26,000 lbs.)	Number of EV's Planned/Owned in This Classification:	
Non-Road/Non-Vehicle Equipment (forklifts, construction equipment, farm equipment, etc.)	Number of EV's Planned/Owned in This Classification:	

*Classifications are based on Federal Highway Administration (FHWA) Gross Vehicle Weight Ratings (lbs).

Charging Infrastructure Information

Directions: Provide the number of chargers you plan to install on this project next to the charging type. Also check the box if you are installing any on site storage (batteries) or generation (must be zero-emission generation sources).

Level 2 Chargers (up to 19kW)	Number of Chargers Planned:	
DC Fast Chargers (350 kW)	Number of Chargers Planned:	
On Site Power Storage/Generation	Check if applicable	<input type="checkbox"/>

Describe on site power storage and generation project (if applicable):

Exhibit D

Application Checklist

Complete and Accurate Application	<input type="checkbox"/>	Describe Fleet Planning Efforts	<input type="checkbox"/>
Cost Estimates for 3 rd Party Planning Assistance	<input type="checkbox"/>	50% Matching Funds	<input type="checkbox"/>

Grant Funding Request and Financial Information

Estimated Planning Costs	\$
Estimated Eligible Planning Costs	\$
OZEF Technical Assistance Request	\$
Private Match Amount	\$
State Match Amount (Non-OZEF state funding for the project)	\$
Other Match Amount	\$