R09-21-A-006

RE: Narrative Information Sheet for FY2021 EPA Brownfields Assessment Community-wide Assessment Grant Proposal

East Bay Community Energy is pleased to submit this proposal for the FY2021 EPA Brownfields Assessment Grant Competition.

1.Applicant Identification:
East Bay Community Energy
1999 Harrison Street, Suite 800
Oakland, CA 94612

2. Funding Requested:
(a) Assessment Grant Type: Coalition
(b) Federal Funds Requested:
(i) Requested Amount: $300,000
(ii) Site-specific Assessment Grant Waiver: not applicable
(c) Contamination: Hazardous Substances and Petroleum

3. Location:
(a) City: Sites will be assessed throughout all of Alameda County and the City of Tracy in San Joaquin County. Applicable zip codes were uploaded as an attachment.
(b) County: Sites will be assessed throughout all of Alameda County and the City of Tracy in San Joaquin County. Applicable zip codes were uploaded as an attachment.
(c) State: California

4. Property Information for Site-Specific Proposals: Not Applicable

5. Contacts:
(a) Project Director: Jessie Denver
Senior Manager, Distributed Energy Resources Program
Phone: (510) 827-2052; Email: jdenver@ebce.org
1999 Harrison Street, Suite 800
Oakland, CA 94612

(b) Chief Executive:
Nick Chaset, Chief Executive Officer
East Bay Community Energy
Phone (833)-699-3223; Email: nchaset@ebce.org
1999 Harrison Street, Suite 800
Oakland, CA 94612

6. Population:
The project is within EBCE's service area or the limits of Alameda County, California and the limits of the City of Tracy in San Joaquin County, California. Alameda County's population as of the 2019 US Census was 1.671M and the City of Tracy's population was 94,740.

7. Other Factors Checklist:

Other Factors	Page #
Community population is 10,000 or less.	n/a
Applicant is, or will assist, a federally recognized Indian tribe or U.S. territory.	n/a
The priority brownfield site(s) is impacted by mine-scarred land.	n/a
The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	TBD
The priority brownfield site(s) is in a federally designated flood plain.	TBD
The redevelopment of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or any energy efficiency improvement projects.	Yes
30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area.	Yes

8. Letter from the State or Tribal Environmental Authority: A letter of acknowledgement from the Department of Toxics Substances Control (DTSC) of the California Environmental Protection Agency (Cal/EPA) is attached.

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
700 Heinz Avenue
Berkeley, California 94710-2721

Gavin Newsom
Governor

October 27, 2020

Ms. Noemi Emeric-Ford
US EPA Region 9 Brownfields Program
Southern California Field Office
600 Wilshire Blvd., Suite 1460
Los Angeles, California 90017

STATE OF CALIFORNIA LETTER OF ACKNOWLEDGEMENT FOR BROWNFIELDS GRANT APPLICATION FOR THE EAST BAY COMMUNITY ENERGY AUTHORITY

Dear Ms. Emeric-Ford:

The Department of Toxics Substances Control (DTSC) of the California Environmental Protection Agency (Cal/EPA) acknowledges and supports the East Bay Community Energy's (EBCE) application for a U.S. Environmental Protection Agency (U.S. EPA) Brownfields Community-wide Assessment Grant (Grant). DTSC is one of the lead regulatory Agencies with responsibility for overseeing the investigation and remediation of hazardous substances release sites in California. Through various initiatives, DTSC works cooperatively with state and local agencies like EBCE, and the communities they serve to facilitate brownfield reuse and achieve cost-effective remediation solutions, while safeguarding public health and the environment.

In December 2016, Alameda County (County) and eleven (11) cities within the County entered into a Joint Powers Agreement, forming EBCE. As the default load serving entity in Alameda County, EBCE began providing electricity supply services to 600,000 commercial, industrial, residential and municipal customer accounts in 2018. EBCE's service area includes the unincorporated areas of the County and the cities and towns of Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Oakland, Piedmont, San Leandro and Union City. Since EBCE's 2018 launch, the cities of Newark, Pleasanton and Tracy (San Joaquin County) have also opted into this public Community Choice Aggregation (CCA) program.

Approximately 1.6 million residents call Alameda County home which accounts for 21% of the Bay Area's total population.[1] Local employers support 20% of all jobs in the

[1] https://www.census.gov/quickfacts/alamedacountycalifornia

region, with one-third of those jobs depending on goods movement.[2] As an important logistics hub, the County has one of the busiest container ports in the United States. In addition, 1.5 million tons of air freight move through Oakland International Airport annually.[3] As a result, EBCE's service area has one of the highest volumes of medium and heavy-duty truck traffic in California due to designated highway freight corridors. These corridors move goods from the County to regional, state and national markets.

The County's roadways also experience a disproportionate amount of regional congestion with approximately one-third of all regional commuter trips involving Alameda County's. Nearly one-fifth of these trips are pass-through and 47% of all trips originate outside the County.[4] As a result of transportation and goods movement vehicle miles traveled, communities along the County's interstate corridors are exposed to higher levels of criteria air pollutants and have increased incidences of health impacts then those of other Bay Area counties.

The state has a goal of ensuring 5 million 80,000 light duty zero emission vehicles are in operation in Alameda County by 2025. There are also thousands of medium and heavy-duty trucks registered to businesses throughout EBCE's service area. Through its Local Development Business Plan EBCE is committed to making strategic investments in transportation and goods movement electrification. EBCE is working to developing charging solutions for all of its customers segments to ensure the state and EBCE's local government partners meet their climate action goals.

EBCE will apply this grant funding to assess Brownfield sites throughout their service area that could support development of electric vehicle fast charging hubs. The intent of these hubs is to meet the use case of two customer segments: Light duty commuter vehicles including ride hailing providers and Medium-duty fleets.

Reuse of these sites to provide a pollution-free source of energy to move people and goods has a number of environmental, social and economic benefits. DTSC is encouraged by EBCE's willingness to act voluntarily to address contamination at sites along the County's interstate corridors and fully supports EBCE's application for a U.S. EPA Coalition Assessment Grant.

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[2] MTC Vital Signs, NTC 2018 http://www.vitalsigns.mtc.ca.gov/jobs#chart-1

[3] https://open-data-demo.mtc.ca.gov/dataset/Vital-Signs-Airport-Activity-Freight-Bay-Area/kphh-jb6a

[4] Alameda County Transportation System Fact Sheet, October 2018. www.AlamedaCTC.org

If you have any questions, please contact Ms. Leona Winner at (916) 255-6679, or via email at Leona.Winner@dtsc.ca.gov.

Sincerely,

Julie C. Pettijohn, MPH, CIH
Branch Chief – Berkeley Office
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (see via email)

Mr. Jessie Denver
Manager
Distributed Energy Resources Program
East Bay Community Energy
JDenver@ebce.org

Ms. Leona Winner
Senior Environmental Scientist
Site Mitigation and Restoration Program
Department of Toxic Substances Control
Leona.Winner@dtsc.ca.gov

Mr. Thomas P. Lanphar
Senior Environmental Scientist
Site Mitigation and Restoration Program
Department of Toxic Substances Control
Tom.Lanphar@dtsc.ca.gov

East Bay Community Energy: DUNS # 081103072
Community-wide Assessment Grant: EPA-OLEM-OBLR-20-06

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

1.a.i. Background & Description of Target Area: East Bay Community Energy ("EBCE") is a Community Choice Energy ("CCE") Program established under California state law. The purpose of EBCE is to serve as the default public power agency in Alameda County (serving 14 cities) and the City of Tracy in neighboring San Joaquin County,[1] our **Target Area.** EBCE secures electrical energy supply for residents, businesses and industry – and manages distributed energy related climate change programs on behalf of its local government partners. As a nonprofit load serving entity, EBCE is able to deliver electricity with higher renewable energy content at a reduced cost to its customers. This helps cities and counties throughout EBCE's service area accelerate the reduction of energy related greenhouse gas ("GHG") emissions from the built environment and transportation sector. By 2021, EBCE will meet the electricity needs of 52,387 small commercial customer accounts, 5,224 large commercial accounts, and 3,124 commercial and industrial accounts. EBCE will also serve over 565,071 residential customer accounts representing a population of nearly 1.7 million. EBCE's service area accounts for more than 20% of the greater Bay Area's population[2] and is the **Target Area** of our community-wide assessment project.

Local employers support 20% of all jobs in the Target Area.[3] In turn, light duty vehicles traveling to and from workplaces contribute a disproportionate amount of regional congestion with approximately 33% of all commuter trips. One-fifth of these trips are pass-through and 47% of trips originate outside the Target Area.[4] As a result, communities adjacent to heavily used highways are exposed to increased levels of criteria air pollutants more than other Bay Area counties.[4]

The Target Area is also one of the most important gateways for international, domestic, and interregional trade in the United States ("U.S."). At the center of this important logistics hub the 5th busiest container port in the U.S., the Port of Oakland ("Port") and Oakland International Airport which moves 1.5 million tons of air freight annually.[5] Collectively the Target area has the highest volumes of medium and heavy-duty ("MD/HD") vehicle traffic in the greater San Francisco Bay Area – highways in the Target Area include I-5, I-80, I-205, I-238, I-580, I-680, I-880, I-980, and State Routes 84 and 92. In terms of heavy-duty truck traffic, I-880 and I-580 have the highest overall traffic volumes. I-580 is the primary interregional goods movement corridor with an average of 20,000 trucks travelling this highway each day, more than any other roadway in this network. I-880, in addition to providing access to the Port and Oakland International Airport, is also one of the core intraregional highways moving goods by medium and heavy-duty vehicles to major population centers throughout the Bay Area. Neighboring San Joaquin County is integrally connected to this ecosystem as it is home to the Central Valley's agricultural economy - with the City of Tracy serving as a gateway from the Bay Area to other Northern and Southern California markets.

Through Executive Order B-48-18, California has a goal of deploying 250,000 electric vehicle charging stations by 2025 and 5 million zero emission vehicles ("ZEV") on roadways by 2030.[6] The California Energy Commission has modeled that to meet the State's ZEV goals by 2025 for light duty passenger vehicles, significant investments in fast charging infrastructure must be made (between 1,100-1,700 DC Fast Chargers are needed).[7] Today there are less than 200. Additionally, zero-emission MD/HD goods movement vehicles have emerged on the market and are set to scale by 2030 as a result of California's Advanced Clean Trucks Regulation, and Executive Order N-79-20.[8] Significant and immediate work is needed to evaluate and plan strategic charging infrastructure deployment to support the growing demand for both passenger and commercial MD/HD ZEVs. As the public power provider in the Target

[1] https://ebce.org/uploads/east-bay-community-energy-authority-jpa-agreement-12-14-19-with-newark-pleasanton-tracy-1.pdf
[2] https://www.census.gov/quickfacts/alamedacountycalifornia
[3] MTC Vital Signs, NTC 2018 http://www.vitalsigns.mtc.ca.gov/jobs#chart-1
[4] Bay Area Regional Health Inequities Initiative, 2008. "Health Inequalities in the Bay Area" www.barhii.org/press/download/barhii_report08.pdf
[5] [5] https://open-data-demo.mtc.ca.gov/dataset/Vital-Signs-Airport-Activity-Freight-Bay-Area/kphh-jb6a
[6] https://www.ca.gov/archive/gov39/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/index.html
[7] https://maps.nrel.gov/cec/?aL=0&bL=cdark&cE=0&lR=0&mC=37.68013439746961%2C-121.90562295775032&zL=11
[8] https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-text.pdf

Area, EBCE is well positioned to help lead this transition and is committed to making investments in transportation and goods movement electrification that achieve state and local goals, faster.

EBCE will work to **develop a community-wide inventory of brownfield sites in the Target Area that could support development of publicly available, centralized fast charging hubs. High-impact priority sites will be selected from the inventory and evaluated in-depth to determine use case feasibility and inclusion of onsite renewable energy and battery energy storage systems to enhance the resilience of these critical fueling services. The intent of the proposed site reuse is to meet the use case of two customer segments: (1) Light duty commuter vehicles, and (2) Medium and heavy-duty (MD/HD) goods movement vehicle fleets.** U.S. EPA investment in the project vision would achieve the goal of increasing access to fast charging, brownfields infill reuse, reducing air pollutants and GHG emissions from the transportation and goods movement sector, and reducing legacy toxic exposure from brownfields to nearby neighborhoods.

EBCE's road to reuse includes first developing a Target Area wide site inventory, then using a Site Selection Matrix to narrow the portfolio to high-impact priority sites. Completing a site condition analysis for those sites will include up to 5 Phase I and 3 Phase II Environmental Site Assessments ("ESA"), plus 2 Analysis of Brownfield Cleanup Alternatives ("ABCA"). The outcome of these tasks will tell EBCE what is necessary to acquire, clean up and develop the sites for the proposed use cases. A Site Reuse Vision for one use case will also be developed to communicate our desired brownfield reuse concept to stakeholders including private sector investors EBCE could engage in future public/private partnership development opportunities. All grant funding will be used for consultant support to complete the project's tasks and deliverables. EBCE will not charge any staff time through the project.

Brownfield Site Reuse Challenge: EBCE has integrated all light, MD/HD vehicle DMV registration data in the Target Area into its utility customer database. This data has been mapped and overlaid with publicly available fast chargers and a sample of brownfield sites located along the Target Area's highway network. CalEnviroScreen 3.0 Disadvantaged Community ("CES DAC") and low-income census tract designated areas have also been incorporated. **The results of this analysis show that former gas stations (ex. LUST sites) and industrial brownfield sites have a direction correlation with traffic pattern data for light, MD/HD duty vehicles and where MD/HD goods movement fleets are domiciled.**

In the Target Area there are 28,717 MD (Class 3-6) and 15,580 HD (Class 7-8) vehicles registered to businesses and drivers. Of this, an estimated 40% of all MD/HD vehicles are domiciled in CES DAC or low-income areas. Many of these vehicles will recharge at facilities where they are domiciled or at third-party logistic facilities where they do business. However, some MD/HD vehicles, like those with multiple shifts or with medium – long range trip requirements, will also need access to convenient fast charging hubs that operate much like a wholesale gas station. Brownfield sites in the Target Area have the potential to support EBCE's reuse vision as they are appropriate in size, located near on/off ramps and/or where MD/HD vehicles are registered, and serve as a tremendous opportunity to redevelop underused properties for critical zero emission fueling infrastructure powered by onsite renewables and/or EBCE's clean electricity supply. These properties offer a unique value proposition to EBCE as a potential public sector asset owner of infrastructure:

- Reduce project cycle times through streamlined permitting and zoning with city/county partners
- Improve project economics with reduced land costs
- Gain community support through land revitalization efforts

EBCE has included high-level example community context descriptions for 2 of the 14 cities we will assess brownfield sites in. **These are intended to serve as a baseline for the types of data we will evaluate as we develop the initial site inventory to meet the project's reuse vision.**

City of Newark. Located 25 miles south of Oakland, the City of Newark's boundaries are formed by I-880, State Route (SR) 84, and the City of Fremont. This section of I-880 is one of the busiest in the Bay Area, carrying over 200,000 light, M/HD vehicles a day in the Newark/Fremont area. An additional 60,000 vehicles per day travel SR 84 into the East Bay and Silicon Valley via the Dumbarton Bridge. Newark is also home to a number of major corporate warehouses and third-party logistic companies that operate MD/HD trucks or contract with other fleet providers to move goods to and from Oakland

and beyond. According to the California's State Water Resources Control Board's GeoTracker and Department of Toxic Substances Control Envirostor databases, there are up to 30 sites in Newark that could be considered through this project to determine the feasibility of shared fast charging hubs for both commuters and MD/HD fleets. Some of these sites overlap with the US EPA's RePowering America's Land ("RE-Powering") Initiative's database. Newark has two areas designated as CES DACs[9] (25th and 50th percentile) with a combined population of 11,457 residents.

City of Pleasanton. Located 20 miles southeast of Oakland, the Tri-Valley area of Alameda County includes the cities of Dublin, Livermore and Pleasanton. Two major highways boarder Pleasanton. I-580 runs east-west connecting the Bay Area to the City of Tracy, I-5 and the Central Valley. I-680 runs north-south connecting the South Bay to Alameda County. According to GeoTracker, there are up to 20 potential brownfield sites in Pleasanton and 20-40 sites in the neighboring cities of Dublin and Livermore. Some sites are also found in EPA's Repowering America database. Pleasanton is home to major Bay Area employers and although it does not have any CES DACs in the top 25th percentile, CES traffic density scores in the Tri-Valley area among the highest in the Bay Area given the proximity to multiple interstates (commuter and freight traffic). There are no Opportunity Zones in Pleasanton.

1.a. ii. Description of Priority Brownfield Sites: In 2019 EBCE was selected by US EPA for a Land Revitalization Technical Assistance grant (valued at $40K). This award enabled US EPA Region 9 to contract with a consultant who is assisting EBCE in evaluating the feasibility of brownfield sites along I-880 for the proposed reuse case of public fast charging hubs. EBCE and US EPA Region 9 developed an initial inventory of 35 candidate sites. EBCE and the project consultant developed Site Selection Matrix to assist in site prioritization which scaled down the inventory to 3 high-impact priority sites where in-depth analysis is underway. This includes the feasibility of onsite renewable energy and battery energy storage to support the fast charging hubs. Site considerations included two levels of criteria:

1st Level: Physical Site Characteristics and Environmental Brownfield Considerations

- Distance from highway (<1.5 mi); on/off ramp availability; site area (>0.5 acres); commercial zoned parcel; street access; status of ownership; former site use, nearby retail amenities; assessment status; enforcement activity; site cleanup necessary

2nd Level:

- Site proximity to "hotspots" or concentrations of multi-unit dwellings with 5 or more units; electrical grid capacity; load hosting capacity (kilowatts) and general hosting capacity (e.g., does the surrounding transmission and distribution have enough capacity to bring more load into the area or will substantial upgrades be necessary which are costly and time consuming)

According to the RE-Powering Initiative there are more than 500 potentially contaminated sites in the Target Area, 245 of which are listed as brownfields. The Envirostor database also lists 550 potential brownfield opportunities in the Target Area, some of which overlap with the RE-Powering Initiative. One site condition characterization example is provided below again as baseline for the type of data that will be analyzed. Additional sites will be selected as part of the scope of work upon award.

Example Site: Curoco Steel Systems (536 Cleveland, Albany, 94710). Due to its proximity to nearby highway I-80 and I-580, this site meets the fast charging needs of commuters traveling through Alameda County. The site is also within 1 mile of a number of large multi-unit dwelling complexes. A fast charging hub would serve renters who don't otherwise have access to charging at home. The site is impacted with elevated chromium, lead, and zinc, and may also have petroleum contamination from a 500-gallon gasoline underground storage tank removed in 1990. The site is currently vacant and for sale. The site is not within a CES DAC. However, it is within 1 mile of a DAC in the 85-90% of CES (population 12,670) and 3.5 miles of DACs in the 85-95% of CES (population 30,000). Despite these favorable attributes, the site is in an area of the electrical grid that is congested or cannot bring on more load without distribution system upgrades which are costly and time intensive.

This Community-wide Assessment grant will enable EBCE to review and reconcile the databases noted above to create a Target Area inventory. It will also allow EBCE to leverage lessons learned from the

[9] https://oehha.ca.gov/calenviroscreen/maps-data

Land Revitalization Technical Assistance grant and utilize the Site Selection Matrix criteria to scale down the inventory to sites with the greatest potential for use case redevelopment. A site condition analysis will be completed for each of the high-impact sites (e.g., 5 Phase I and 3 Phase II ESA plus 2 ABCA). The outcome of these tasks will tell EBCE what is necessary to acquire, clean up and develop the sites. A Site Reuse Vision for one use case will be developed to communicate our desired brownfield site reuse concept to stakeholders including private sector investors. Implementation of the scope of work will be supported by a technical consultant(s), who will be selected through a public competitive solicitation process. Other key project partners include the Center for Creative Land Recycling and CALSTART.

1.b.i. Reuse Strategy and Alignment with Revitalization Plans: Activities funded by this grant will support regional goals including equitable access, climate protection and economic vitality. EBCE's proposed brownfield reuse and project approach also aligns with a number of state mandates including but not limited to Executive Orders B-48-18 and N-79-20, California's Advanced Clean Trucks Regulation and the following regional redevelopment and revitalization planning initiatives:

Plan Bay Area 2040. Plan Bay Area is a state-mandated, integrated long-range transportation and land use plan.[10] As required by Senate Bill 375, all metropolitan regions in California were required to complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan. In the Bay Area multiple agencies were responsible for developing and adopting a SCS that integrated transportation, land use and housing strategies to meet GHG reduction targets set by the California Air Resources Board (CARB). These agencies include the Metropolitan Transportation Commission and the Association of Bay Area Governments, both of which have Executive Board members who also sit on EBCE's Board of Directors as well. EBCE's project also aligns with Plan Bay Area's *Freight Emissions Reduction Action Plan* which calls for development of programs and projects for environmental and community impact reduction in neighborhoods with high levels of goods movement activity.[11]

Bay Area Plug-in Electric Vehicle Readiness Plan ("PEV Plan"). Plan Bay Area's SCS is integrated in the Bay Area Air Quality Management District's ("BAAQMD") PEV Plan.[12] The PEV Plan aims to rapidly deploy a dense network of charging infrastructure to meet the State's goals and an increasing regional demand for ZEVs. BAAQMD has also authorized funding for charging infrastructure investments.

Global Commercial Vehicle Drive to Zero Program ("Drive to Zero"). CALSTART is a 501(c)(3) nonprofit organization working to catalyze growth of zero-emission MD/HD vehicles through their Drive to Zero initiative. Along with state agency (CARB, CEC) and industry partners, CALSTART has determined that the Target Area represents one of the international regions where early success of zero emission MD/HD vehicle technologies is likely. In turn, as a Drive to Zero pledge partner EBCE is working with CALSTART to accelerate goods movement electrification. Together, EBCE and CALSTART plan to launch MD delivery electrification pilot projects by 2025 and aim to achieve full market penetration for zero emission MD/HD goods movement by 2030 and 2040 respectively.

1.b. ii. Outcomes and Benefits of Reuse Strategy: The prevalence of brownfields in the Target Area directly correlates to a lack of economic activity in the communities where they are located. These sites often result in blight which negatively impacts residents, reduces demand for local business, and fosters a negative perception among potential redevelopment investors.[13] Because many sites are located near interstate corridors, assessing and redeveloping these properties for the intended reuse case has multiple co-benefits.

- Imported petroleum reductions and increased domestic energy security (e.g., gallons)
- Improved fuel economy, lower fuel and operating costs for drivers and fleet operators
- More charging infrastructure enables ZEV adoption (e.g., % of ZEVs vs internal combustion engine)
- ZEV market acceleration results in industry growth, employment, and lower ZEV prices (e.g., vehicle cost parity, infrastructure/manufacturing/O&M/customer service jobs)
- Human health concerns of a brownfield site are addressed, benefiting nearby residents (e.g. risk assessment impacts from brownfields reduced)

[10] http://2040.planbayarea.org/
[11] http://2040.planbayarea.org/sites/default/files/2017-07/Freight_Emis_Redctn_Action_Plan_PBA2040_Supplemental%20Report_7-2017.pdf
[12] http://www.baaqmd.gov/plans-and-climate/bay-area-pev-program/bay-area-pev-ready
[13] HUD, 2014. HUD Aggregated USPS Administrative Data on Address Vacancies

- Local air quality impacts from transportation and goods movement traffic is reduced (e.g., criteria air pollutants, GHG emissions, and # of Spare the Air days)
- Smart management of charging infrastructure can optimize use of renewables and energy storage, benefiting the grid and enhancing community resilience (e.g., megawatts of renewables supplied to charging infrastructure, energy storage capacity available for resilience / load management)
- Investments in Opportunity Zone properties – these corridors have 90% of the Target Area's four dozen Opportunity Zones

1.c.i. Resources Needed for Site Reuse: Deployment of fast charging hubs requires a regional lens and is not specific to one city. Unfortunately, regional and local funding is not available to conduct assessments of this scale. Additionally, cities do not have access to redevelopment funds of the past which represented opportunities to contribute to regional planning efforts like the proposed project. Cities also do not have staff to take on this kind of analysis due to strained budgets and limited bandwidth. EPA grants are a critical mechanism to catalyze brownfield redevelopment by providing a source of funding to create site inventories, facilitate ESAs, address liability concerns, project design and plan for site remediation at scale. Therefore, EBCE's strategy is to use the grant to eliminate uncertainties that could impede reuse of potential high-impact sites. The intended redevelopment use case for these sites is also good match for a number of State programs for which EBCE and its members (cities/county) are eligible, including but not limited to the California Energy Commission's (CEC) Electric Program Investment Charge Program. US EPA and DTSC's Assessment and Revolving Loan Funds are also resources for project development. Other resources include Enhanced Infrastructure Financing Districts and Community Revitalization Investment Authorities which can fund infrastructure improvements.

1.c. ii. Use of Existing Infrastructure: This project maximizes road and freeway infrastructure, prior petroleum fueling sites, and existing electrical power capacity at site. By utilizing existing infrastructure, these sites minimize GHG contributions from redevelopment to enable a zero-emission economy. Funds noted in 1.c.i can be used to for site-specific connectivity infrastructure.

2. COMMUNITY NEED & ENGAGEMENT

2.a.i. Community Need for Funding: EBCE's lack of taxing authority, regional loss of redevelopment funds, and inability of cities to raise funds from residents, particularly those with greatest exposure to poor air quality, are key reasons for this request. Vehicles moving through the Target Area need access to strategically sited, distributed charging infrastructure in order to reach the greater Bay Area, Central Valley and beyond. And, in the Target Area not everyone will have access to charging at home like in more suburban communities. In fact, 47% of all residents in the Target Area are renters without access to charging where they live. The need for funding in the Target Area is high and will enable EBCE to take a comprehensive approach to identifying sites that will have the biggest community benefit.

Table 2. Economic Distress Data for Alameda County[14]

City	Individual Poverty Rate	CA Poverty Rate	US Poverty Rate	CES Traffic Density Along Interstates
Albany	9.6%	**15.1%**	**14.6%**	91-94
Ashland	**19.3%**			**85-89**
Berkeley	**19.8%**			**95**
Castro Valley	6.5%			90
Cherryland	**22.8%**			**98**
Dublin	3.6%			80-89
Emeryville	11.7%			98
Fremont	4.9%			83-100
Hayward	10.5%			92-96
Livermore	4.8%			77-96
Newark	6.3%			81-92
Oakland	**18.7%**			**84-96**
Pleasanton	4.3%			71-88
San Leandro	11.1%			88-100
San Lorenzo	8.9%			94-98
Union City	7.1%			78-92

The City of Oakland has among the highest rates of poverty in the Target Area with five census tracts where individuals living below poverty ranges from 38-42%. Due to the proximity of these neighborhoods to I-80, I-580 and I-880, the Port, and Oakland International Airport, these residents are exposed to increased levels of emissions more than other Bay Area counties.

[14] All data are American Community Survey 5-year estimates for 2013-2017. Data are combined with data from the US Census Bureau, and CalEnviroScreen 3.0 Traffic Density percentiles based on census tracts. The traffic density percentile means it is higher than X% of the census tracts in California.

This issue however is not exclusive to Oakland. Communities in unincorporated Alameda County, Hayward and San Leandro along I-880 and I-580 also have 18-28% of individuals living below the poverty level. As noted throughout EBCE's proposal, each community on Table 2 is impacted by transportation and goods movement activities due to their proximity to highway corridors. Because origination of commuter and MD/HD truck trips is not exclusive to one city and is regional, strategic deployment of fast charging hubs at brownfield sites will not only benefit vulnerable populations in specific census tracts but all residents in the Target Area.

2.a. ii. Threats to Sensitive Populations:

1. Health/Welfare

Fast charging hubs will benefit residents who in addition to being low-income are also members of sensitive populations groups. For example, American Community Survey demographics data paired with CES DAC data for five of the most impacted census tracts in Oakland demonstrates that individuals in these areas will benefit overall from a regional transition to ZEVs (Tables 2 & 3). That is, regional adoption of ZEVs by drivers and fleets will benefits residents in these census tracts even if these residents don't specifically drive ZEVs themselves. This is because these areas experience among the highest amount of commuter and MD/HD goods movement traffic in the Target Area. This grant will help identify sites, educate key stakeholders and accelerate the transition to ZEVs among drivers and fleets. Residents in these areas will in turn benefit from reductions in criterial air pollutants that have threated the health and welfare of these communities.

Table 3. Population Demographics in East and West Oakland

Census Tract	Population	Poverty (%)	**CES DAC (%)**	Pollution Burden (%)	Race / Ethnicity	Age
06001410500	2,193	41.7	**80-85**	**70**	African American (62%); Asian American (17%); Hispanic (9%)	11-64 (76%) < 10 (16%) > 65 (8%)
06001402500	1,784	42.7	**80-85**	61	African American (67%); Asian American (17%); Hispanic (5%)	11-64 (74%) < 10 (20%) > 65 (6%)
06001402600	1,151	44.5	**65-70**	62	Asian American (51%); African American (30%); Hispanic (6%)	11-64 (67%) > 65 (26%) < 10 (8%)
06001406000	3,450	38.4	**85-90**	**78**	Asian American (47%); Hispanic (21%); African American (12%);	11-64 (77%) > 65 (14%) < 10 (9%)
06001406202	4,718	39.3	**70-75**	42	Hispanic (66%); Asian American (14%); African American (12%);	11-64 (74%) < 10 (18%) > 65 (8%)

2. Greater Than Normal Incidence of Disease and Adverse Health Conditions

Cumulative impacts from transportation and goods movement emissions compounded with hazardous substances at brownfield sites significantly adversely human health. Using East and West Oakland census tracts as examples, each are among the top 5-10% statewide zip codes disproportionately burdened by multiple sources of pollution. Cal EPA's Office of Environmental Health Hazard Assessment manages the CES 3.0 tool which includes an indicator for cleanup sites by census tract. This is a key consideration due to the fact that people living near these sites are more likely to be exposed to chemicals from the sites than people living further away.

Table 3. Incidence of Disease and Disproportionately Impacted Populations

Census Tract (CT)	Cleanup Sites Within 1 Kilometer of Census Tract	Cleanup %[15]	Asthma %[16]	Life Expectancy (years)[17]
06001410500	64	10	99.26	73
06001402500	37	97	99.26	67.7
06001402600	21	94	96.10	82.1
6001406000	21	98	90.84	80.9
06001406202	7	76	94.74	76.6

In the example census tracts on Table 3, there are a higher percentage of cleanup sites than other census tracts in California. Additionally, the highest rates of asthma emergency department visits and

[15] CES 3.0. The cleanup percentile for a census tract is XX, meaning the number/type of cleanup sites is higher than XX% of census tracts in CA.
[16] CES 3.0. The asthma percentile for a census tract is XX, meaning the asthma rate is higher than XX% of the census tracts in CA.
[17] http://www.healthyalamedacounty.org/indicators/index/view?indicatorId=6401&localeId=238

hospitalization linked to air pollution are also found in these areas. In West Oakland, the overall rate of asthma emergency department visits is nearly two times (1,014 per 100,000) the Alameda County rate (531 per 100,000 residents).[18] Air pollution also contributes to increased congestive heart failure as it affects the cardiovascular system by causing blood clotting and cell damage through oxidative stress. Congestive heart failure represents the next highest rates of incidence in East and West Oakland and are among the highest in the County. These areas also have higher death rates than both Oakland and the County for lung cancer deaths. This grant will facilitate the identification of brownfield sites that could be redeveloped for the intended use case of public fast charging hubs. Again, deployment of charging infrastructure that is strategically sited to meet the needs of drivers and MD/HD fleets will reduce air pollution threats to the most vulnerable residents throughout the Target Area.

3. Disproportionately Impacted Populations Ten percent of EBCEs customers live in CES DACs. Using poverty data from the California Poverty Measure that figure increases to 15% (pre-COVID 19). These communities are impacted by nearby heavy industry and/or the Target Area's highway network. Governmental policies drove industrial development in these areas. And, in 1963 the City of Oakland passed an ordinance prohibiting MD/HD trucks from traveling a specific section of I-580 because wealthier resident we're concerned about congestion and noise. This in turn routed trucks through low income areas of the city along I-880. According to EPA's EJ Screen, residents along these corridors have elevated average EJ indicators (70% or higher for all indicators). Similarly, California's Enviroscreen, a tool that identifies communities that are most affected by many sources of pollution, shows a total EJ indicator averaging 70% for some of these communities. Development of fast charging hubs at brownfield sites provides an opportunity to benefit these communities by accelerating market adoption of ZEVs by drivers and MD/HD fleets that operate in or travel through DACs and low-income areas. EPA investment in the project provides a first-of-its-kind opportunity to potentially meet the needs of our most vulnerable communities as they relate to reducing disproportionate environmental impacts, health disparities and economic distress from brownfield sites themselves as well as the legacy impacts of the transportation and goods movement sectors.

2.b.i & 2.b. ii. Community Engagement: High-impact sites, site characterization and associated use case scenarios will be presented to EBCE's community Technical Advisory Group, who will then coordinate with their vast array of stakeholders on land use, zoning, development and sustainability issues. TAG members will work with EBCE to set up virtual community workshops involving applicable stakeholders in areas where high-impact sites have been prioritized. In person gatherings cannot be confirmed at this time due to COVID-19 uncertainities. EBCE and CALSTART will also conduct interviews with MD/HD fleet operators to gain feedback on which sites will be most helpful to their vehicle operations. CCLR will assist EBCE with project management.

City of Albany	EBCE TAG	Lizzie Carrade	Sustainability Coordinator	ecarrade@albanyca.org
City of Berkeley	EBCE TAG	Sarah Moore	Sustainability Program Manager	smoore@cityofberkeley.info
City of Dublin	EBCE TAG	Shannan Young	Env. Coordinator	Shannan.Young@dublin.ca.gov
City of Emeryville	EBCE TAG	Nancy Humphrey	Env. Programs Supervisor	nhumphrey@emeryville.org
City of Fremont	EBCE TAG	Rachel DiFranco	Sustainability Manager	RDiFranco@fremont.gov
City of Hayward	EBCE TAG	Erik Pearson	Env. Services Manager	Erik.pearson@hayward-ca.gov
City of Livermore	EBCE TAG	Judy Erlandson	Public Works Manager	jaerlandson@cityoflivermore.net
City of Newark	EBCE TAG	Soren Fajeau	Public Works Director	Soren.fajeau@newark.org
City of Oakland	EBCE TAG	Shayna Hirshfield-Gold	Sustainability Program Manager	shirshfield-gold@oaklandca.gov
City of Pleasanton	EBCE TAG	Zack Reda	Management Analyst	zreda@cityofpleasantonca.gov
City of San Leandro	EBCE TAG	Hoi-Fei Mok	Sustainability Manager	hfmok@sanleandro.org
City of Tracy	EBCE TAG	Andrew Malik	Assistant City Manager	Andrew.malik@cityoftracy.org
CALSTART	MD/HD	Jasna Tomic	Vice President	jtomic@calstart.org
CCLR	PM	Ignacio Dayrit	Director of Programs	ignacio.dayrit@cclr.org

2.b. iii. Incorporating Community Input: Within the first three months of receiving the EPA grant, EBCE will create a Stakeholder Engagement Plan (SEP) detailing methods for effectively communicating progress to applicable stakeholders (ex. brownfield site owners, fleet operators and users, the investor

[18] CAPE unit, Alameda County Public Health Dept. Data from California Office of Statewide Health Planning and Development.2011-13

owned utility/grid operator, local government partners, and regional agencies). At least quarterly virtual stakeholder meetings for informing and soliciting input throughout the project term. EBCE will also host virtual meetings with, and present at applicable public and industry stakeholders where high-impact sites have been identified to solicit feedback on the intended reuse case. The latter engagement can be as frequent as monthly. Project information (updates, announcements, fact sheets, links to documents and deliverables) will be posted on EBCE's website. Stakeholder input will influence whether Phase I/II ESAs are conducted. For example, if a high-impact site is deemed feasible for the intended use case but residents living within a half mile of the site prefer to see the site redeveloped as housing and not a fast charging hub, EBCE will prioritize another site. All stakeholder feedback will be summarized in quarterly project progress reports and included on the project webpage.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

3.a. Task Description/Outputs. *i. Implementation, ii. Schedule, iii. Task Lead, iv. Outputs*: EBCE and its consultant(s) will review the following databases to develop a Target Area inventory of brownfield sites: RePowering Initiative, Geotracker, and Envirostor. The Site Selection Matrix developed by EBCE under the US EPA Land Revitalization grant will scale down the inventory to a short list of high-impact priority properties. The prioritized list will be presented to EBCE's local government partners via the TAG. If a site is deemed to have connection to other regional agencies EBCE will schedule virtual meetings to discuss synergies among projects and determine whether to keep the site on the high-impact short list. Once the final site list is confirmed, site condition analysis will be conducted. This includes up to 5 Phase I, 3 Phase II ESAs and 2 ABCAs. The outcome of these tasks will tell EBCE what is necessary to acquire, clean up and develop the high-impact sites. A Site Reuse Vision for one of the use cases will also be developed to communicate our desired brownfield reuse concept to stakeholders including potential development investors. The potential for onsite renewables and energy storage will also be assessed for each of the high-impact sites. All grant funding will be used for consultant support to complete the project's tasks and deliverables. EBCE will not charge any staff time through the project.

Task 1 - Site Selection and Inventory: (i) *Implementation*: A Target Area inventory of sites will be completed. The inventory will identify all potential sites and then prioritize sites having the greatest potential for the proposed use cases. EPA costs will include contractual expenses for consultant(s) to oversee inventory development. Non-EPA funded, in-kind activities include EBCE coordination of the contractor(s) selection process and all project management tasks. (ii) *Schedule*: Beginning Month 3 until Month 30. (iii) *Task Leader*: EBCE's Project Manager (Jessie Denver). (iv) *Combined Outputs*: Contractual services for brownfield inventory development.

Task 2 - Environmental Site Assessments: (i) *Implementation*: The EPA grant will cover the contractual costs to prepare of up to 5 Phase I and 3 Phase II ESAs at each of the high-impact sites. EPA costs include consultant(s) staff time to perform the assessments and oversee the ESAs. All Phase I ESAs will be conducted under the supervision of a QEP and in accordance with ASTM Standards. (ii) *Schedule*: The consultant(s) is expected to be selected by Month 3 of execution of the grant agreement and will begin assessment work once the site inventory is complete, sites have been prioritized. Potential ESA's will begin in Month 13 until Month 33 and the Consultant(s) and EBCE will coordinate with site owners and TAG members to gain access to sites to complete this task. (iii) *Task Leader*: EBCE Project Manager and QEP. (iv) *Combined Outputs:* 5 Phase I ESA, 3 Phase II ESA.

Task 3 – ABCA, Reuse Plan, Site Reuse Vision (i) *Implementation*: EPA funded expenses include contract costs of 2 ABCAs for high-impact priority sites. A Site Reuse Vision will also be created for one proposed use case. Non-EPA costs include EBCE staff contributions in coordinating all aspects of the project. (ii) *Schedule*: It is expected that reuse planning and development of the Site Reuse Vision will occur following completion of Phase I and Phase II reports until Month 36. (iii) *Task Leader*: EBCE's Project Manager will serve as task leader to oversee this process in coordination with consultant(s). (iv) *Combined Outputs:* 2 ABCAs with reuse options, each will be reported to ACRES; 1 Site Reuse Visions for proposed use case will be developed.

Task 4 - Community Involvement: (i) *Implementation:* EBCE will engage its local government TAG, CALSTART, fleet users and operators, and conduct outreach to inform stakeholders of project activities and the proposed use cases. EPA funded activities include development of a Stakeholder Engagement

Plan by a consultant. Non-EPA funds include EBCE staff time. (ii) *Schedule*: Beginning Month 3 virtual meetings and updates will occur throughout the grant period, and at least once per quarter. (iii) *Task Leader*: EBCE's Project Manager. (iv) *Combined Outputs*: Two project kickoff meetings, and an estimated 10 virtual stakeholder meetings, and approximately 6 grant updates to the EBCE TAG to discuss project milestones. One Stakeholder Engagement Plan will be developed by a consultant.

Task 5 - Project Management and Reporting: (i) *Implementation*: Task includes soliciting and securing qualified consultant(s) to prepare site inventory, ESAs, Site Reuse and Site Reuse Vision and coordinate all reporting requirements with EPA. Non-EPA funded costs include substantial staff time of EBCE for all project tasks. The grant will cover project management and reporting costs expected to be incurred by the consultant(s). EPA grant funds will not cover EBCE staff time for overseeing consultant(s) workplans, deliverables and ensuring compliance with all EPA requirements. (ii) *Schedule*: Quarterly during project term. (iii) *Task Leader*: EBCE's Project Manager, supported by progress information supplied by consultant(s). (iv) *Combined Outputs*: 12 quarterly reports, 1 project closeout report.

3.b.i Cost Estimates - Development of Cost Estimates. The Site Selection (Task 1) budget includes contractual costs for a consultant(s) to coordinate site selection and prioritization with EBCE. Costs are based on an average time to review site attributes, selection criteria, and prioritization. This cost is estimated to be approximately $200 per site. The budget assumes approximately 200 sites will be reviewed for countywide inventory ($40,000). The Task 2 budget includes Phase I and II ESAs. An average cost of $8,000 per site was assumed for 5 Phase I ($40,000) and $36,000 for 3 Phase II ($110,000) was assumed depending on the nature of contaminant, whether ground water needs testing, and site size. Task 3 (ABCA, Reuse, Site Reuse Vision) assumes the project will conduct 2 ABCAs at $2,500 each ($5,000) and 2 site reuse plans at $15,000 each ($30,000) will be completed. It also assumes a Site Reuse Vision will be completed for one of the proposed use cases at $25,000. The Community Involvement budget (Task 4) includes a modest budget for a consultant to develop a SEP in collaboration with EBCE ($10,000). The Project Management budget (Task 5) includes funds for a consultant to oversee all tasks, deliverables and reporting requirements including a project closeout report. Additionally, consultant will prepare ACRES updates for completed Phase I and Phase II ESAs ($40,000).

3.b.ii Cost Estimates - Application of Cost Estimates

Budget	**TASK 1** Site Selection	**TASK 2** Phase I/II ESA	**TASK 3** ABCA, Site Reuse & Vision	**TASK 4** Comm. Involve	**TASK 5** Proj. Mgmt.	**TOTAL**
Personnel	$0	$0	$0	$0	$0	$0
Travel	$0	$0	$0	$0	$0	$0
Supplies	$0	$0	$0	$0	$0	$0
Contractual	$40,000	$150,000	$60,000	$10,000	$40,000	$300,000
DIRECT	$0	$0	$0	$0	$0	$0
TOTAL	$40,000	$150,000	$60,000	$10,000	$40,000	$300,000

Note: EBCE's staff time **will not** be charged to the grant and assumes the Project Manager will spend:
Task 1 - 10 hours a month @ $84/hour for 6 months ($5,040)
Task 2 - 5 hours/month @ $84/hours for 30 months ($12,600)
Task 3 - 5 hours/month @ $84/hour for 24 months ($10,080)
Task 5 - 5 hours/month @ $84/hour for duration of the grant ($15,120)

3.b.iii Cost Estimate - Funds Allocated Toward ESAs (Task 2).
Task 1: 13%; **Task 2: 50%;** Task 3: 20%; Task 4: 3%; Task 5: 13%

3.c. Measuring Environmental Results. To ensure completion of all activities within the grant term, EBCE and its consultant(s) will establish a project schedule with milestones as part of the Cooperative Agreement (CA) Work Plan for the grant that is submitted to US EPA. The status and estimated date of completion of outcomes identified in 3.b.i and anticipated short- and long-term outcomes will be tracked and reported via quarterly Progress Reports (PRs), ACRES and the Project Close-Out Report. PRs will list goals accomplished and activities planned for the next quarter. The Project Manager will ensure budget and schedule are maintained through weekly check-in meetings with consultant(s). Significant deviations from the schedule will be discussed with EPA to develop corrective actions. PR outcomes will

be tracked on a project spreadsheet including: 1) # of sites in Target Area inventory, 2) # of high-impact sites, 3) # of Phase I ESAs; 4) # of Phase II ESAs; 5) # of ABCAs; 6) # of site reuse plans, 7) # of stakeholder meetings.

4. PROGRAMMATIC CAPACILITY AND PAST PERFORMANCE

4.a.i /a.ii Programmatic Capability/Organizational Structure: As the Project lead, EBCE will be responsible for day-to-day management of Project activities and grant compliance. EBCE is a Joint Power Authority of Alameda County. Cities in Alameda and San Joaquin counties have opted into the JPA and receive electricity service from the public power agency. EBCE is governed by a Board of Directors with elected officials from each JPA member city and has a local government TAG that meets monthly. These partners will provide feedback on the project including site selection, zoning requirements for the intended use cases and helping EBCE solicit community feedback as applicable.

- **Project Manager:** Jessie Denver, Senior Distributed Energy Resources Manager, EBCE. Ms. Denver will serve as the primary point of contact for the Project. She will approve all contracts and reports, oversee stakeholder engagement, and oversee work by contracted consultant(s). Ms. Denver has 24 years of professional experience in public climate policy and distributed energy resource planning and has managed numerous local, state and federal grants including over $2.5M from USDOE.

4.a.iii Acquiring Additional Resources: EBCE has a separate contract with CALSTART (valued at $200K) that will be leveraged for this project. Additionally, EBCE funding will cover the Project Manager and any supporting staff's time on this project.

4.b.ii. Received Other Federal or Non-Federal Assistance: EBCE was awarded a Land Revitalization Technical Assistance grant from US EPA in 2019 (value $40,000)**.** These funds are paid by US EPA to a consultant that is under contract with US EPA.

4.b. ii.1 Purpose & Accomplishments. The County of Alameda issued a $3.7 million loan to launch EBCE and has received bank financing to fund initial power purchases. In the last 1.5 years EBCE has paid off all of its debts while delivering electricity with a higher renewable energy content at a lower price than the investor owned utility. As a new JPA (launched 2018), other achievements include:

BAAQMD Solar + Storage for Municipal Critical Facilities Assessment Grant *(2019-current; $300K)*. EBCE worked with its member communities to create an inventory of critical municipal facilities designated to serve residents in time of emergency. Nearly 500 sites were confirmed across Alameda County. Solar + storage systems to serve critical loads at each site were sized. In Q2 2021 EBCE will lead a major procurement effort on behalf of its local government partners to deploy systems at scale.

Utility Scale Solar and Storage Procurement Contracts *(2019-current*). Although not a grant, EBCE formally concluded a major procurement for 500 MW of in-state solar and executed contracts at a low average price of $22/MWh. EBCE also executed contracts for over 50 MW of energy storage, including projects that will deliver behind the meter storage solutions to affordable multi-family properties. Finally, EBCE led development of a first of its kind solicitation for solar and storage for resource adequacy that will increase resiliency in the face of frequent Public Safety Power Shutoff events for homeowners and businesses. EBCE is citing these examples here to demonstrate our ability to deliver solutions at scale for our customers and on behalf of our local government partners.

CEC CALeVIP Project – Alameda County (2021; $17.5M). EBCE and the CEC are currently coordinating the launch a major EV charging infrastructure incentive program in Alameda County. Both the CEC and EBCE are bringing substantial investment to the program for publicly available Level 2 and Direct Current Fast Charging technology incentives. Although this is not a grant, EBCE has included it here to demonstrate our ability to coordinate with a major governmental agency and commitment to investing in charging infrastructure for the customers we serve.

4.b. ii.2 Compliance with Grant Requirements: EBCE is complying with all work plan, reporting, performance benchmarks, schedule, terms and conditions and timely and acceptable reporting requirements associated with the referenced current and prior assistance and contractual agreements.

Albany
94706 = 8633
94707 = 5434
94710 = 4997

Berkeley
94701 = 476
94702 = 8831
94703 = 9576
94704 = 11244
94705 = 7146
94708 = 4746
94709 = 6291
94712 = 186
94720 = 81

Dublin
94568 = 25408

Fremont
94536 = 26029
94537 = 1364
94538 = 26504
94539 = 18722
94555 = 11843

Hayward
94540 = 1123
94541 = 24245
94542 = 5242
94543 = 384
94544 = 25592
94545 = 13846
94546 = 19122
94552 = 5070
94557 = 345

Livermore
94550 = 19252
94551 = 17306

Newark
94560 = 17287

Oakland (+ Emeryville and Piedmont)
94601 = 18375
94602 = 12870
94603 = 10900
94604 = 1903
94605 = 17627
94606 = 17120
94607 = 14888
94608 = 17702
94609 = 12126
94610 = 17425
94611 = 19356
94612 = 13260
94613 = 1
94614 = 455
94615 = No Zip
94617 = No Zip
94618 = 8042
94619 = 10549
94620 = 458
94621 = 11524
94622 = No Zip
94623 = 824
94624 = 151
94649 = No Zip
94659 = No Zip
94660 = No Zip
94661 = 234
94662 = 980
94666 = No Zip

Pleasanton
94566 = 19040
94568 = 25408
94588 = 15008

San Leandro
94577 = 20853
94578 = 16064
94579 = 7348

Tracy
95304 = 5306
95376 = 17778
95377 = 9706
95378 = 1162
95391 = 6472

Unincorporated County
94580 = 9997
94546 = 19122
94552 = 5070
94586 = 620

Union City
94587 = 23729

East Bay Community Energy is the public power agency serving Alameda County and the City of Tracy in San Joaquin County. The Congressional Districts that span EBCE's service area include:

CA-010
CA-013
CA-015
CA-017

OMB Number: 4040-0004
Expiration Date: 12/31/2022

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received: 10/27/2020

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier: California

8. APPLICANT INFORMATION:

* a. Legal Name: East Bay Community Energy

* b. Employer/Taxpayer Identification Number (EIN/TIN): 822262960

* c. Organizational DUNS: 0811030720000

d. Address:

* Street1: 1999 Harrison Street
Street2: Suite 800
* City: Oakland
County/Parish: California
* State: CA: California
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 94612-7001

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:
* First Name: Jessie
Middle Name:
* Last Name: Denver
Suffix:

Title: Senior Distributed Energy Resources Manager

Organizational Affiliation: EBCE

* Telephone Number: 5108272052
Fax Number:

* Email: jdenver@ebce.org

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

X: Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

County Joint Power Authority

*** 10. Name of Federal Agency:**

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

*** 12. Funding Opportunity Number:**

EPA-OLEM-OBLR-20-06

* Title:

FY21 GUIDELINES FOR BROWNFIELD ASSESSMENT GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

1235-EBCE Service Area Zip Codes.docx | Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Zero Emission Vehicle Fast Charging Hub Redevelopment Assessment

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: CA-013 * b. Program/Project: CA-013

Attach an additional list of Program/Project Congressional Districts if needed.

1236-Project Congressional Districts_EBCE. | Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: 01/11/2021 * b. End Date: 12/30/2022

18. Estimated Funding ($):

* a. Federal	300,000.00
* b. Applicant	0.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	300,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name: Jessie

Middle Name:

* Last Name: Denver

Suffix:

* Title: Senior Distributed Energy Resources Manager

* Telephone Number: 5108272052 Fax Number:

* Email: jdenver@ebce.org

* Signature of Authorized Representative: Jessie Denver * Date Signed: 10/27/2020