

ENERGY INFRASTRUCTURE INCENTIVES FOR ZERO-EMISSION COMMERCIAL VEHICLES PROJECT (ENERGIIZE) DRAYAGE AND TRANSIT SET-ASIDES

Effective from: September 22, 2023

Sept. 2023

Summary of Revisions Q4 2023

- Drayage Public Set-Aside
 - Modified and updated eligibility to public or shared.
 - Added acceptance of applications on a rolling basis.
 - Removed qualitative question scoring.
 - Removed requirement to submit HVIP vehicle voucher request prior to submitting EnergIIZE Drayage Public Set-Aside application and added Vehicle Commitment Form as well as proof of HVIP vehicle voucher request to application process.
 - Increased project cap.
- Other
 - Added one-time charge management software as eligible expense in Section 6.4. This was described as an eligible expense elsewhere in the document but not under EV Charging Equipment Cost Eligibility.

Sept. 2023



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1. List of Acronyms

See List of Acronyms section within Standard EnergIIZE Implementation Manual¹ for reference.

2. Key Terms

Adjusted Project Cost

Total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnergIIZE reimbursable expenses.

Applicant

The individual, organization, or company who completes and submits all necessary EnergIIZE application forms and is responsible for coordinating all subsequent documentation described in the Implementation Manual (IM) for their infrastructure project. An Applicant may be a commercial fleet or vehicle operator applying on behalf of their organization and is identified by their unique Federal Tax ID (Tax ID). See further participant eligibility criteria in [Section 4 Definitions: EnergIIZE Drayage and Transit Set-Asides](#).

An Applicant is limited to one application per active site or address. The EnergIIZE team will verify this by requiring the recipient of each application to be associated with a unique Tax ID. The Tax ID provided should be of the parent organization, and not a subsidiary. In addition, the EnergIIZE team reserves the right to interview applicants to determine whether applicants are distinct or if one parent organization is benefitting from multiple applications submitted by their subsidiaries. A site is considered active until it is commissioned, has completed the final

¹ www.energiize.org/resources (click “Download Now” button, located underneath video).



EnergllZE step outlined in [EnergllZE Drayage and Transit Set-Aside Application Process](#), and fully operational.

An Applicant is limited to one application per active site or address associated with their Tax ID. A site is considered active until it is commissioned and fully operational.

Applicant Team

Composed of the Applicant and the principal parties involved in the project. Members of the Applicant team must be performing a critical role towards the implementation of the project. This may include an Installation Partner, commercial fleet, vehicle operator, and/or site owner/lessee. The Applicant is considered the prime and primary point of contact for all incentive and project-related communications.

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) is meant to avoid and reduce environmental damage and aid in transparency in public-private decision-making. CEQA requires public agencies to “look before they leap” and consider the environmental consequences of their actions. CEQA is intended to inform government decision-makers and the public about the potential environmental effects of proposed projects and to prevent avoidable environmental damage. If you are just beginning to learn about CEQA, visit the Governor’s Office of Planning and Research’s [Getting Started page](#). Users can also see a comprehensive overview of CEQA [here](#).

Charging as a Service

Charging as a Service (CaaS) is a general term which applies to vendors who build, own, and maintain zero-emission vehicle (ZEV) infrastructure on behalf of a fleet. This business model varies across different vendors, but typically provides a solution for equipment, installation, software, site maintenance, and/or driver support for an agreed upon recurring fee. The service



may be onsite or offsite relative to the fleet's primary business address.

Commercial Fleet

A group of one or more vehicles utilized by a company for business or organizational objectives.

Community Based Organization

Community-based organization (CBO) is defined as a public or private nonprofit organization that is representative of a community or segments of a community.

Disadvantaged Communities

California Environmental Protection Agency formally designates four categories of geographic areas as disadvantaged communities (DACs):

- 1) Those communities in the 75th to 100th percentile (top 25 percent) of CalEnviroScreen 4.0 scores;
- 2) Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores;
- 3) Census tracts identified in the 2017 DAC designation, regardless of their scores in CalEnviroScreen 4.0; and
- 4) Lands under the control of federally recognized Tribes. For purposes of this designation, a Tribe may establish that a particular area of land is under its control even if not represented as such on CalEPA's DAC map and therefore should be considered a DAC by requesting a consultation with the CalEPA Deputy Secretary for Environmental Justice, Tribal Affairs and Border Relations at TribalAffairs@calepa.ca.gov.

For more information, please see <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen->



[40 to find out whether a community falls](#) under the definition discussed here and <https://webmaps.arb.ca.gov/PriorityPopulations3/> for 2017 DAC designation. In determining whether a project site is within a DAC or LIC, EnerGIIZE will utilize the site address, rather than parcel.

Domiciled (verb)

Reside or be based in a particular location.

Eligible Equipment

Equipment eligible for incentive funding through EnerGIIZE is defined as, equipment from the customer side make-ready, or utility funded programs, to the plug of a vehicle and whose installation directly or indirectly provides the means for recharging or refueling of a Class 2b or larger zero-emission vehicle (GVWR of 8,501 lbs. and greater) as defined by the U.S. Environmental Protection Agency (EPA). For off-road equipment without a GVWR, the vehicle's motor must be at least 19kW and if applicable, a lift capacity of at least 8,001 lbs.

In addition, wireless or inductive charging products and pantograph charging products are eligible for EnerGIIZE funding. Wireless (inductive) or pantograph charging products must support interoperability and conform to existing or pending standards, such as those published by SAE, ISO, and other standards bodies, to be listed as eligible for EnerGIIZE funding.

Please note that an applicant may not receive double incentives for any single piece of equipment. EnerGIIZE staff will validate this through information provided in the application. See Section 6 [Participant, Equipment, and Cost Eligibility](#) for specific requirements.

Low-Income Community

Residents of Census tracts identified as low-income per Assembly Bill 1550, or a low-income household per Assembly Bill 1550 (see webmaps.arb.ca.gov/PriorityPopulations).



Priority Communities

Priority communities/populations collectively refer to DACs as defined above, or Low-income communities and households are those with incomes either at or below 80 percent of the statewide median or below a threshold designated as low-income by the Department of Housing and Community Development.

Project

EnergIIZE defines a ZEV infrastructure project (“Project”) as a new or planned expansion of ZEV infrastructure at a location with an identifiable address where vehicles will be charging with electricity or refueling with hydrogen. In the event of the need to install infrastructure at slightly different locations, such as different ends of a shipping or distribution center, this is still considered one Project and maintains all the rights and limitations applicable as defined within this Implementation Manual.

Project Partners

EnergIIZE maintains a list of Project Partners who can assist in the completion of a ZEV infrastructure construction project. Installation Partners fulfill more of a contractor’s role and perform the physical construction and installation. Definition is provided below:

Installation Partner

An individual, organization, or company who installs, commissions, or otherwise aids in the completion of a ZEV infrastructure site. Installation Partners may NOT apply on behalf of the commercial fleet or public/shared charging/refueling site. Installation Partners must be vetted by EnergIIZE staff and complete the Project Partner application (previously called the Approved Vendor/Installer application) which can be found on the “Partner” tab of the EnergIIZE website: www.energiize.org). Installation Partners are required to carry a valid Contractors State License Board (CSLB) number.



Recipient

The individual, organization, or company to whom incentives shall be dispersed. Unless otherwise noted, the recipient for EnergIIZE incentives should be the applicant. By default, the applicant is the recipient and primary point of contact for the EnergIIZE project unless stated otherwise. A Recipient may be a commercial fleet, vehicle operator, site owner, site lessee, or authorized representative applying on behalf of their organization and may therefore receive incentives for eligible costs they incur throughout the process of infrastructure completion. A Recipient may also be a vendor provided that they incur eligible project cost(s) and have signed an EnergIIZE agreement. Recipients must provide proper documentation as described below in the application process.

Total Project Cost

Includes all costs associated with building an infrastructure project including but not limited to conduit, wiring, cement, EVSE or refueling station equipment, network equipment and installation costs.

Vehicle to Grid (V2G)

Vehicle to Grid (V2G) is a charging technology that allows energy in an electric vehicle battery to be pushed back into the electrical grid. V2G is also commonly referred to as bidirectional charging because of the two-way flow of electrical energy.

3. Introduction and Overview

Funded by the California Energy Commission (CEC), the Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) project is offering incentives toward the deployment of electric charging and hydrogen fueling infrastructure for medium- and heavy-duty (MD/HD) zero-emission transit vehicles, drayage vehicles, and publicly accessible or shared



infrastructure for MD/HD zero-emission drayage vehicles.

3.1. Drayage Fleet Set-Aside

Fleets may at this time only apply for electric and/or hydrogen fuel cell charging infrastructure incentives *after* submitting an Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Drayage Set-Aside vehicle application.² If conditionally awarded through the EnergIIZE application process, as infrastructure information is supplied, the Applicant will be reimbursed for eligible costs throughout the process, when planning, procurement, and construction milestones are completed.

3.2. Drayage Public Set-Aside

Drayage Public Set-Aside seeks to benefit site owners, developers, or others interested in deploying publicly available or shared charging infrastructure for MD/HD ZEVs. Eligible Drayage Public Set-Aside applicants may pursue one of the following:

1. Submit an EnergIIZE Public Set-Aside application for infrastructure incentives. Preliminary drayage vehicle questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing drayage vehicle incentive request instructions.
2. Submit a HVIP drayage vehicle voucher application.³ Preliminary infrastructure questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing drayage infrastructure incentive request instructions.

3.3. Transit Set-Aside

Transit Set-Aside infrastructure funding seeks to benefit commercial fleet or vehicle operators in compliance with the California Air Resources Board (CARB) Innovative Clean Transit (ICT)

² <https://californiahvip.org/purchasers/>

³ <https://californiahvip.org/purchasers/>



program and tribes. Eligible Transit Set-Aside applicants may pursue one of the following:

3. Submit an EnergIIZE Transit Set-Aside application for infrastructure incentives. Preliminary transit vehicle questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing transit vehicle incentive request instructions.
4. Submit a HVIP Public Transit vehicle voucher application.⁴ Preliminary transit infrastructure questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing transit infrastructure incentive request instructions.

4. Definitions: EnergIIZE Drayage and Transit Set-Asides

4.1. Drayage Fleet Set-Aside

If all of the following criteria apply to the commercial fleet and conditionally awarded incentives are for private, behind the fence battery electric, hydrogen fuel cell (FCEV), or mixed fuel MD/HD infrastructure projects, they are eligible for participation during this funding window:

- a. Fleet has initiated a request for vouchers for vehicle incentives through the CARB HVIP program on or after March 30, 2022, with either active redeemed or unredeemed status, and has completed all required information on the HVIP voucher request form concerning the requested drayage vehicle voucher.⁵
- b. Fleet is included in the CARB HVIP program's list of eligible entities, as specified in the

⁴ <https://californiahvip.org/purchasers/#TransitBus>

⁵ Note: Purchasers must have a TRUCRS ID number or submit a letter explaining claiming of exemption as indicated in the HVIP Voucher Processing Form within 30 days of the voucher request. EnergIIZE will evaluate cases where exemption is claimed; and will consider ineligible Applicants where that time period has elapsed. For more information, see the TRUCRS forms at: <https://ww2.arb.ca.gov/our-work/programs/truck-bus-regulation/trucrs-reporting-information-and-forms>.

most recent version of the HVIP Implementation Manual, and is performing drayage operations as defined in that Manual, which cites the definition in CARB regulation Article 4.5, Chapter 1, Division 3, title 13, section 2027, California Code of Regulations.⁶

4.2. Drayage Public Set-Aside

If all of the following criteria apply to the Applicant Team and conditionally awarded incentives are for battery electric, hydrogen fuel cell (FCEV), or mixed fuel MD/HD infrastructure projects, they are eligible for participation during this funding window:

- a. Fleet or associated fleet is included in the CARB HVIP program’s list of eligible entities, as specified in the most recent version of the HVIP Implementation Manual, and is performing drayage operations as defined in that Manual.⁷
- b. Infrastructure is intended to be publicly available as defined in the Code of Federal Regulations Title 23 680.106 (e) and (f)⁸ or shared charging and/or refueling and will be

⁶ See the manual at: <https://californiahvip.org/wp-content/uploads/2022/03/HVIP-FY21-22-Implementation-Manual-03.15.22.pdf> Page 24 says: “Drayage trucks are defined by CARB regulation Article 4.5, Chapter 1, Division 3, title 13, section 2027, California Code of Regulations as: Any in-use on-road vehicle with a (GVWR) greater than 33,000 pounds that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates on or transgresses through a port or intermodal railyard property for the purpose of loading, unloading or transporting cargo, including transporting empty containers and chassis or off port or intermodal railyard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal railyard property.” The manual also defines what is not included in this definition.

⁷ See the manual at: <https://californiahvip.org/wp-content/uploads/2022/03/HVIP-FY21-22-Implementation-Manual-03.15.22.pdf> Page 24 says: “Drayage trucks are defined by CARB regulation Article 4.5, Chapter 1, Division 3, title 13, section 2027, California Code of Regulations as: Any in-use on-road vehicle with a (GVWR) greater than 33,000 pounds that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates on or transgresses through a port or intermodal railyard property for the purpose of loading, unloading or transporting cargo, including transporting empty containers and chassis or off port or intermodal railyard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal railyard property.” The manual also defines what is not included in this definition.

⁸ Definitions of public accessibility used here are intended to be consistent with Federal Highway Administration’s public refueling site minimum standards for sites which are not located directly on Alternative Fuel Corridors, in Title 23 680.106 (e) and (f), United States Code. Note that only (e) and (f) are mentioned here. The relevant language in (e) defines site accessibility: at a minimum, sites must be open, available for use, and accessible to the public “at least as frequently as the business operating hours of the site host.” Similarly, reference is to (f) only

installed on a site which is publicly accessible or for shared use by two or more MD/HD fleets. Infrastructure intended to be publicly available may utilize reservation systems to facilitate access and promote higher rates of utilization and throughput. Infrastructure which is to be used on the Charging as a Service (CaaS) model and/or installed through a CaaS vendor must also include evidence of a letter of agreement with the associated fleet, that the infrastructure is intended to be publicly available or shared, and to be used according to the CaaS business model.

4.3. Transit Set-Aside

If any of the following criteria apply to the commercial fleet and conditionally awarded incentives are for battery electric, hydrogen fuel cell (FCEV), or mixed fuel MD/HD infrastructure projects, they are eligible for participation during this funding window:

- a. Included in the CARB Innovative Clean Transit (ICT) program's list of compliant transit agencies.⁹
- b. A California Native American Tribe, California Tribal Organization, or Non-Governmental Organization Serving Tribal entities.

in the sense that accessibility must also include ensuring chargers are not restricted via any proprietary payment system. Note however regarding (f) that FHWA's definition does not restrict the use of a reservation system for the chargers. For further background, see also CARB's 2022 Electric Vehicle Supply Equipment Standards Review at: <https://ww2.arb.ca.gov/sites/default/files/2022-02/EVSE%20Standards%20Technology%20Review%20Feb22.pdf>

⁹ <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit>



5. Incentive Structure

The following tables describe the incentive structure for EnergIIZE Drayage and Transit Set-Asides including eligible costs, project caps, and type of application.

Table 1: Drayage Fleet and Transit Set-Asides Incentive Structure

Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering	75 percent of Adjusted Project Costs Incurred*		
Maximum Incentive Offering	\$500,000	\$2,000,000	\$1,000,000

*Adjusted Project Costs are total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnergIIZE reimbursable expenses.

Table 2: Drayage Fleet and Transit Set-Asides Incentive Structure If Meeting Equity Criteria

Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering If Meeting Equity Criteria*	90 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap If Meeting Equity Criteria**	\$750,000	\$2,800,000	\$1,400,000

*Adjusted Project Costs are total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnergIIZE reimbursable expenses.

**See [Section 5.3 Applicants Meeting Equity Criteria](#) for more information on Applicants meeting equity criteria.



Table 3: Drayage Public Set-Aside Incentive Structure

Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering	75 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap	\$750,000	\$2,800,000	\$1,400,000

**Adjusted Project Costs are total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnerGIIZE reimbursable expenses.*

Table 4: Drayage Public Set-Aside Incentive Structure If Meeting Equity Criteria

Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering If Meeting Equity Criteria*	90 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap If Meeting Equity Criteria**	\$1,000,000	\$3,920,000	\$1,960,000

**Adjusted Project Costs are total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnerGIIZE reimbursable expenses.*

***See [Section 5.3 Applicants Meeting Equity Criteria](#) for more information on Applicants meeting equity criteria.*

Table 5: Drayage Public Set-Aside Incentive Structure If Installing More Nozzles



Lane Characteristics	EV	Hydrogen Fueling	Mixed Fuel
Maximum Incentive Offering If Installing More Nozzles	90 percent of Adjusted Project Costs Incurred*		
Maximum Project Cap If Installing More Nozzles	\$1,000,000 if installing 10 or more nozzles	\$3,050,000 if installing 4 or more nozzles	\$1,650,000 if installing 10 or more nozzles (combined, not per fuel type)

**Adjusted Project Costs are total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-EnerGIIZE reimbursable expenses.*

Note that incentives may cover up to but no more than 100 percent of per item costs.

The Incentive Recipient is awarded an amount up to the applicable Maximum Incentive Offering percentage of total project costs not to exceed the applicable Maximum Project Cap.

5.1. Application Type

EnerGIIZE Drayage Fleet and Transit Set-Asides use a competitive application process to determine which projects are awarded funding.

5.2. Incentive Offerings and Project Caps

EnerGIIZE provides incentives for equipment, extended equipment warranty, network, and charge management software. EnerGIIZE funds may be used in conjunction, or stacked, with sources of outside funding such as local air districts funds, grants and/or private investments, but they may not be stacked with other CEC funds. Under no circumstances may total incentive, grant, or awardee funds from combined sources exceed total project cost. Incentive contributions must remain separate from other funding sources for purposes of accounting, such that the total cost for an item or piece of equipment is fully accrued for EnerGIIZE and/or local match funds, if applicable. Furthermore, dependent upon funding lane, a given project may not receive incentives from EnerGIIZE in excess of the maximum project caps. Please note that



EnergIIZE incentives must be fully redeemed before additional applications are submitted. To reiterate, EnergIIZE funds cannot be stacked with other CEC grants.

5.3. Applicants Meeting Equity Criteria

5.3.1. Drayage Set-Aside Equity Criteria

If a Drayage Fleet Set-Aside Applicant meets one or more of the criteria mentioned below, that project may be eligible for the incentive structure outlined in Table 2 of [Section 5 Incentive Structure](#). If a Drayage Public Set-Aside Applicant meets one or more of the criteria mentioned below, that project may be eligible for the incentive structure outlined in Table 4 of [Section 5 Incentive Structure](#).

- **A small business as recognized by the California State Legislative Code**, Section 14837(d) meaning annual revenue less than \$15 million per year. Able to provide documentation of the Applicant's Small Business (SB) certification by the California Department of General Services, Procurement Division (DGS-PD), Office of Small Business and Disabled Veteran Business Enterprise Services (OSDS). Certification must be current.
- **A Certified Minority Business Enterprise** as defined by California Public Contract Code, Article 12; Woman-Owned Small Business; or a Veteran-Owned Small Business; or a LGBT-Owned Small Business. Able to provide one of the following:
 - Documentation of Small Business (SB) or Disabled Veteran Business Enterprise (DVBE) certification by the California Department of General Services, Procurement Division (DGS-PD), Office of Small Business and Disabled Veteran Business Enterprise Services (OSDS). Certification must be current.
 - Documentation of certification as a Disadvantaged Business Enterprise (DBE) from CALTRANS, the US Department of Transportation, or another DBE Certifying Agency. Certification must be current.



- For those meeting the underlying criteria of one of the categories above but lack the resources to secure official certification, documentation via a self-certification narrative, written on company letterhead, that explains in detail the company's ownership structure and how that meets the relevant requirements. EnerGIIZE staff reserves the right to ask for follow-up information as needed to satisfy these criteria. Narratives are limited to a maximum of 500 words.
- The site where the infrastructure for the intended HVIP voucher vehicle will be located is within a designated Disadvantaged Community (DAC) or Low-Income Community (LIC) and able to provide documentation of the following:
 - Address of the infrastructure to be built using EnerGIIZE funds that is located within a DAC or LIC census tract.
- A California Native American Tribe, California Tribal Organization, or Non-Governmental Organization serving Tribal entities and able to provide documentation of one of the following:
 - If the Applicant is a Federally Recognized Tribal Government listed under the list of Indian Entities Recognized by and Eligible to Receive Services from the United States Bureau of Indian Affairs, no documentation is required.
 - If the Applicant is not a Federally Recognized Tribal Government, the Applicant's 501(c)(3) Determination Letter from the Internal Revenue Service (IRS).

For instance, if awarded EnerGIIZE Drayage Public Infrastructure Set-Aside funds, a fleet within a DAC would be eligible for EnerGIIZE incentives covering 90 percent of equipment and one-time software costs (instead of 75 percent) and the increased project cap of \$1,000,000 (instead of \$750,000.)

If awarded EnerGIIZE Public Infrastructure Set-Aside hydrogen fueling funds, the same fleet shall also be eligible to receive incentives covering 90 percent of equipment, but with a \$3,920,000

project cap.

5.3.2. Transit Set-Aside Equity Criteria

If an Applicant meets one or more of the criteria mentioned below, that project may be eligible for the incentive structure outlined in Table 2 of [Section 5 Incentive Structure](#).

- An Innovative Clean Transit (ICT) Program compliant Public Transit System serving a designated Disadvantaged Community (DAC) or Low-Income Community (LIC) and able to provide documentation of one of the following:
 - Address of the infrastructure to be built using EnergIIZE funds is located within a DAC or LIC census tract.
 - At least 50 percent of applicable routes or coverage areas are within DACs and/or LICs.
- A California Native American Tribe, California Tribal Organization, or Non-Governmental Organization serving Tribal entities and able to provide documentation of one of the following:
 - If the Applicant is a Federally Recognized Tribal Government listed under the list of Indian Entities Recognized by and Eligible to Receive Services from the United States Bureau of Indian Affairs, no documentation is required.
 - If the Applicant is not a Federally Recognized Tribal Government, the Applicant's 501(c)(3) Determination Letter from the Internal Revenue Service (IRS).

For instance, if awarded EnergIIZE Transit Set-Aside funds, a transit agency with at least 50 percent of applicable routes or coverage areas within a DAC would be eligible for EnergIIZE incentives covering 90 percent of equipment and one-time software costs and the increased project cap of \$750,000.



If awarded EnergIIZE Transit Set-Aside hydrogen refueling funds, the same transit agency shall also be eligible to receive incentives covering 90 percent of equipment, but with a \$2,800,000 project cap.

5.4. Milestone Payments

EnergIIZE provides milestone payments for eligible costs incurred throughout the lifecycle of an infrastructure project. Milestone payments shall not equal more than 50 percent of the Applicant's notice of conditional award.

For example, an Applicant is provided a notice of conditional award for the amount of \$750,000 in incentives towards EV equipment and one-time software and network costs. The total dollar amount paid in the form of Milestone Payments shall not exceed \$375,000. Any remaining incentive funds committed for this project shall be paid after the site's completion (commissioning) and receipt of a final paid invoice.

Applicants shall use the Milestone Payments Schedule and Request form to detail their anticipated funding needs. This form shall accompany reimbursement requests, in accordance with the project's payment schedule.

6. Participant, Equipment, and Cost Eligibility

This section describes the eligibility criteria for participation in EnergIIZE Transit Set-Aside and the types of ZEV infrastructure costs eligible for incentive funding. Unless otherwise stipulated in this Implementation Manual Addendum, EnergIIZE does not currently provide incentives towards costs outside of those outlined in the following section. Any applicable sales tax or shipping fees associated with eligible equipment costs are not covered under EnergIIZE.

6.1. Eligibility for Participation in EnergIIZE

Participation in the EnergIIZE incentive project requires that the Applicant and Recipient are one of the following:



6.1.1. A business, organization, or individual responsible for the operation of a MD/HD ZEV (vehicle class 2B and above) in the State of California who will own and operate infrastructure to support their MD/HD vehicles¹⁰.

6.1.2. A business, organization, or individual responsible for the engineering, construction, procurement, or site in the State of California which shall service MD/HD ZEVs Class 2B or above¹¹.

EnergIIZE funds cannot be utilized for a project with another active CEC grant funded project and cannot be combined with other active CEC grant funds. Entities are eligible for incentives for one active EnergIIZE project at a time. Active projects are considered anything prior to commissioning.

Note that site changes are not allowed after submission of the application. If an applicant wishes to change sites addresses, they will need to submit a separate application packet, during an open application window.

6.2. Requirements for All Infrastructure Equipment

Regardless of whether equipment is used to fuel FCEVs or charge BEVs (Battery Electric Vehicles), it must meet the following minimum criteria:

- a. Must be new equipment installed for the first time. Resale units, rebuilt, rented, received from warranty insurance claims, or new parts installed in existing units are not eligible for incentives. For outdoor EV equipment, a rating of NEMA 3R or greater is required.

¹⁰ For off-road equipment without a GVWR, the vehicle's motor must be at least 19kW and if applicable, a lift capacity of at least 8,001 lbs.

¹¹ For off-road equipment without a GVWR, the vehicle's motor must be at least 19kW and if applicable, a lift capacity of at least 8,001 lbs.



- b. Infrastructure projects must, upon completion, include the ability to provide recharging or refueling to a MD/HD ZEV.
- c. Must have a product warranty that lasts at least the length of the EnergIIZE agreement, five years, from commissioning. This may be an extended warranty or an existing product warranty depending on the service provider.
- d. Must be compliant with the most recent revision of NIST Handbook 130 and NIST handbook 44.

6.3 Requirements for EV Charging Equipment

6.3.1. EV charging equipment must meet the following criteria:

6.3.1.1. Must be certified by a Nationally Recognized Testing Laboratory (NRTL) recognized by the United States Occupational Safety and Health Administration (OSHA). OSHA's complete list of NRTLs can be found at <https://www.osha.gov/nationally-recognized-testing-laboratory-program>.

6.3.1.2. Must facilitate vehicle-charger interoperability.

- Eligible charging equipment shall utilize charging connectors and charging interfaces that are compatible for use with MD/HD vehicles sold by multiple original automotive equipment manufacturers for widespread use across California and North America. Examples of these connectors and inlets shall be J1772 CCS1, SAE J3105, or SAE J3068.
- Should the Applicant want to utilize a non-compliant (SAE) connector, this must be part of a dual port EVSE where one connector of the dual output shall be a SAE compliant connector. Examples of SAE compliant connectors include J1772 CCS1, SAE J3105, or SAE J3068.
- Inductive charging systems are also permitted.
- For CCS1 or J3105 interfaces, charger equipment must be ISO-15118 ready.
- For CCS1 and J3105/2 interfaces, charger equipment must have Powerline Carrier (PLC) based high-level communication as specified in ISO 15118-3. For J3105/1 and J3105/3, charger equipment must have

WiFi based high-level communication as specified in ISO 15118-8.

6.3.1.3. All charging equipment shall be capable of (at a minimum):

- Secure management and storage of keys and certificates.
- Transport Layer Security (TLS) version 1.2; additional support for TLS 1.3 or subsequent versions is recommended to prepare for future updates to the ISO-15118 standard.
- Remotely receiving updates to activate or enable ISO-15118 use cases.
- Connecting to a backend network.

6.3.2. Must be networked to the following specifications:

6.3.2.1. Currently, EV infrastructure projects are required to utilize Open Charge Point Protocol (OCPP) Standards v1.6 or newer. Secure communication is a critical aspect of Electric Vehicle Charging Infrastructure. Beginning January 1, 2024, CEC will require either Core/Subset Certification or Security Certificate OCPP 1.6 compliance¹². Proprietary network software may be used if the EVSE is capable of communicating with any OCPP compliant network provider. It is further recommended that all EVSP and network providers prepare for implementation of Full Certificate OCPP 1.6 requirements and later, certification to OCPP v2.0.1.

6.3.2.2. Network connectivity (one of the following):

- 4G LTE cell phone Equipment with a 3 dB exterior mounted antenna.
- IEEE 802.3 for Ethernet for local- or wide- area network applications (requires an IP address and registered).

¹² <https://www.openchargealliance.org/certification/ocpp-16-certification/>

- IEEE 802.11n for high bandwidth wireless networking.

6.3.2.3. Ability to receive remote software updates, real-time protocol translation, encryption, and decryption:

- Internet Protocol (IP)-based processor must support multiple protocols.
- Compliant with Transmission Control Protocol (TCP)/IP and Ipv6.

6.3.2.4. Be able to connect to a network's back-end software.

Additional means of network communication are allowable and may include the following:

- Automated Demand Response (Open ADR, IEC 62746-10-1 ED1).
- Those outlined by the Smart Grid Interoperability Panel (SGIP) Catalog of Standards, the NIST Smart Grid Framework, the American National Standards Institute (ANSI), or other well-established international standards organizations such as the International Organization for Standardization (ISO), International Electrotechnical Commission (IEC), International Telecommunication Union (ITU), Institute for Electrical and Electronics Engineers (IEEE), or Internet Engineering Task Force (IETF).

6.3.3. Must be capable of managing charging costs and supporting grid reliability.

Eligible charging equipment shall, leveraging the open standards-based network communications described above, be capable of receiving energy management signals (such as hourly prices and Flex Alerts obtained from CEC's MIDAS server or direct load controls) from an EVSP, EMS, or utility. Eligible charging equipment shall be capable of automatically adjusting charging output (kW), subject to the constraints of NIST Handbook 44.

While it is not mandatory to use charging equipment capable of electric vehicle grid



integration (VGI)¹³, it is eligible for incentives. VGI enables the overall optimization of energy consumption through altering the time or charging rate (kW) of an EV connected to the electrical grid.

6.3.4. Must be networked, capable of remote diagnostics and have the ability to remote start. The network connection shall be determined by the site owner / operator and shall be consistent with the network connectivity requirements outlined above in [Section 6.4 EV Charging Equipment Cost Eligibility](#).

6.3.5. Must ensure that equipment pricing is reasonable and reflects current market rates.

6.3.6. Must include proper regulatory signs for electric vehicle charging and parking facilities.

6.3.6.1. Please visit the Federal Highway Administration's website for more information <https://mutcd.fhwa.dot.gov/resources/policy/rsevcpfmemo/>.

6.3.6.2. In addition, please see the California Department of Transportation guidance on signage for Zero-Emission Vehicles: <https://dot.ca.gov/programs/safety-programs/ev-signs>

6.3.6.3. See California Building codes, section 11B-812.1 for Americans with Disabilities Act (ADA) requirements and public access.

¹³ Eligible charging arrangements may utilize standards such as SAE J1715, UL 9741, and UL 1741 to enable the connection of MD/HD EVs to the electrical grid under coordinated, digital communication. A definition of VGI is codified in CPUC Code and further information can be found under the California Public Utilities Code 740.16(b): https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PUC§ionNum=740.16.&article=2.&highlight=true&keyword=vehicle+grid+integration

6.3.7. Interconnection Requirements for Onboard, Utility-Interactive Inverter Systems J3072_201505. Vehicles supporting Onboard chargers and utility-interactive inverter systems must comply with interconnection standards set forth in SAE J3072 to be used in conjunction with IEE 1547.

6.4 EV Charging Equipment Cost Eligibility

EV infrastructure projects must include deployment of chargers for MD/HD EVs and may include funding for electrical panels, conduit, and wiring at the facility level as eligible for incentives. EV infrastructure projects may also include upgrades to customer-side distribution infrastructure, including meters and transformers, as incentive eligible equipment to support deployment of MD/HD battery electric vehicles.

In order to be eligible for EnergIIZE incentives, EV equipment must be on the EnergIIZE list of approved products. EnergIIZE staff will make reasonable efforts to ensure an up-to-date listing of eligible equipment is available to all Applicants interested in deploying MD/HD EV charging infrastructure. If a piece of EV charging equipment is listed on an approved equipment list of one of the three IOUs in California (SCE, PG&E, SDG&E), then it is considered eligible unless specifically indicated otherwise in this IM Addendum.

Size and type of charger selected for a private fleet or shared site shall take into consideration the duty cycle of the fleet vehicle(s), the vehicle on-board charger (if available), and the EV charge output rating (kW). The applicant shall take reasonable efforts to define the business case for a particular charger and ensure that there is optimal match between fleet needs and charger characteristics, which could include consulting with their utility or electrical professionals. Project efficiency should be taken into consideration when creating equipment manifest lists.

Public charging sites should take into consideration the expected throughput and demand of the expected MD/HD tractors and buses and any intended vehicle use cases. For example, a public

charging site near a port designed to be accessible to Class 8 drayage and freight vehicles for quick charging may have different demands than one designed for longer charging cycles at a rest stop.

Costs incurred for the following EV infrastructure equipment are eligible for incentives:

- Electric vehicle supply equipment (EVSE), including Level 2, inductive charging systems, pantograph charging systems, and Direct Current Fast-Chargers (DCFC)
- Equipment capable of Vehicle to Grid (V2G) bidirectional charging
- Transformers
- One-time network costs: Networked or "SMART" EVSEs are required. EnergIIZE provides incentives for the required initial network costs. Incentives for these eligible costs shall only be paid once, after site commissioning, and with the final invoices. Monthly service fees are not eligible for incentives through EnergIIZE.
- One-time charge management software costs
- Existing or extended equipment product warranty
- Switchgear, meter mains, and circuit breaker panels
- Utility service upgrades and stub-outs for future EVSE
- Cable management system with connectors, and cord upkeep maintained in excellent working order and ensure compliance with any associated AHJ requirements for the fleet listed on the application.

6.5 Requirements for Wireless/Inductive and Pantograph Charging Infrastructure

EV wireless charging is a developing technology that assists in minimizing some of the cable management challenges presented in the MD/HD landscape. The concept allows for a ground assembly (GA) charging pad and a receiver plate or coil mounted to the chassis of the electric vehicle. Wireless charging products are eligible for EnergIIZE funding. In addition, pantograph



charging products are eligible for EnergIIZE funding. Both wireless and pantograph charging products must support interoperability and conform to existing standards, such as those published by SAE, ISO, and other standards bodies, to be listed as eligible for EnergIIZE funding.

6.6 Hydrogen Fuel Cell Vehicle Refueling Equipment Cost Eligibility

Hydrogen refueling equipment must be certified to American Society of Mechanical Engineers (ASME), American Society for Testing and Materials (ASTM), Society of Automotive Engineers Standards, and the National Fire Protection Association (NFPA) standards as required.

Hydrogen infrastructure projects may include upgrades to customer-side distribution infrastructure, including meter mains, switchgear, distribution panels and transformers, high pressure storage, chilling equipment, and onsite hydrogen production to support current and future deployment of MD/HD hydrogen fuel cell vehicles. In further support of MD/HD FCEVs every effort must be made to ensure equipment pricing is reasonable and reflects current market rates.

Incentives to support make-ready equipment are eligible only in instances where incentives are not offered through the utility.

6.6.1. Costs incurred for the following hydrogen fuel cell vehicle refueling infrastructure equipment are eligible for incentives:

- High-pressure (350 bar or 700 bar) dispensers with hose and nozzles
- Compressors
- Utility transformer (if the Applicant will not participate in the IOU make ready program.)
- Switch gear, meter mains and circuit breaker panel
- Utility service upgrades (e.g., amperage upgrades to infrastructure site)

- Liquid and gaseous hydrogen pumps
- Point-of-sale systems
- Piping and pipelines
- Dispenser with hose and nozzles
- Hydrogen storage
- Electrolyzers
- Chillers

6.6.2. Hydrogen Safety Plan Development and Review (see [Appendix A – Hydrogen Safety Plan and Station Design Review](#) for additional details).

7. Infrastructure Vendor/Installer Eligibility

This section describes the requirements for eligibility of a business, organization, contractor, or individual that installs, inspects, commissions, constructs, designs, or otherwise provides aid, assistance, guidance, and/or consulting towards the completed installation of ZEV infrastructure equipment and services.

An Applicant may utilize the EnergIIZE Project Partner Network to help them to install infrastructure. An Applicant need not select an Installation Partner to submit their application or perform installation work on site; the EnergIIZE Project Partner network is intended to be a helpful resource but is not required. Please see [Key Terms](#) for detailed definitions of each term and see www.energiize.org/partners for information on vendors, vendor requirements, and how to become an EnergIIZE Project Partner.

7.1 Requirements for All Vendors/Installers

7.1.1. Must conform to the **most recent version** of the following:

- a. California Code of Regulations (CCR) Title 4: Business Regulations, Division 9



Measurement Standards, Chapter 1 Tolerances and Specifications for Commercial Weighing and Measuring Devices, Article 1 National Uniformity, Exceptions and Additions, Sections 4001 and 4002. Additional Requirement, Subsection 4002.9, Hydrogen Gas-Measuring Devices (3.39).

- b. CCR Title 4: Business Regulations, Division 9 Measurement Standards, Chapter 6 Automotive Products Specifications, Article 8 Specifications for Hydrogen Used in Internal Combustion Engines and Fuel Cells, Sections 4180 and 4181.
 - c. CCR Title 24: California Building Code, Part 2, Volume I, Chapter 11B, Accessibility to Public Buildings, Public Accommodations, Commercial Buildings and Public Housing.
 - d. National Fire Protection Association (NFPA) 70, electric code, and any other relevant codes or standards imposed by the Planning Department having jurisdiction.
 - e. California Health and Safety Code Section 25510(a).
- 7.1.2. Must meet prevailing wage requirements. Projects that receive an award of public funds from the CEC are likely to be considered public works under the California Labor Code. See Chapter 1 of Part 7 of Division 2 of the California Labor Code, commencing with Section 1720 and Title 8, California Code of Regulations, Chapter 8, Subchapter 3, commencing with Section 16000.
- 7.1.3. Must comply with all applicable laws, ordinances, regulations, and standards; all federal, state, and local electrical and building codes for construction; and all Americans with Disability Act (ADA) codes.
- 7.1.4. Must have secured all required state, local, county, and city permits to build and install eligible infrastructure.
- 7.1.5. Must ensure that pricing for services involved in the completion of infrastructure are reasonable, and reflects current market rates.

7.2 Requirements for Vendors/Installers of EV Infrastructure

7.2.1. Must comply with California Public Utilities Code (PUC) section 740.20¹⁴ requiring all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board, and at least one member of the crew on site, at any given time, who holds an Electric Vehicle Infrastructure Training Program (EVITP)¹⁵ certification. Projects that include installation of a charging port supplying 25 kW or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. The requirements stated in this paragraph do not apply to any of the following:

- a. Electric vehicle charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.
- b. Electric vehicle charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program¹⁶ (Sub article 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).

7.2.2. CaaS vendors must agree to full responsibility for project management, installation, construction, operation, and maintenance of charging infrastructure. The vendor is responsible for the total duration of the EnergiIZE agreement, which includes five years after project commissioning. CaaS vendor should be prepared to provide Applicants with a turnkey operation with ready to operate, fully functional EVSE that allows the fleet vehicles

¹⁴ For more information, please see

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB841

¹⁵ For more information, please see <https://evitp.org/training/>

¹⁶ For more information, please see <https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about>



to pull in and charge the ZEV battery to meet the next duty cycle requirements. This should include but is not limited to:

- Site maintenance inclusive of any lighting and posts, paint, bollards, and signage in accordance with the local Authority Having Jurisdiction (AHJ) should be well maintained
- Functional validation
- Site remediation
- Network upgrades
- Cable Management Systems with connectors, and cord upkeep maintained in excellent working order and ensure compliance with any associated AHJ requirements for the fleet listed on the application.

7.3 Requirements for Vendors/Installers of Hydrogen Fuel Cell Vehicle Fueling Infrastructure

It is recommended that the vendor/installer take advantage of all resources available to them including the following: Center for Hydrogen safety www.aiche.org and hydrogen tools portal for best practice and procedures (www.h2tools.org).

Vendor/installer shall complete a detailed property title search for zoning restrictions and requirements for Hydrogen fueling station. Once this study is complete, the vendor/installer shall complete a CEQA investigation and file the forms as required.

7.3.1. Please note, SB 1505 dictates requirements for hydrogen sold as transportation fuel for any station that receives State funding. Please review the requirements for additional details. Must conform to the **most recent version** of the following: one or more of the following fueling protocols or an equivalently accepted industry standard:

- a. J2601 – 1 Category D (greater than 10 kg tank sizes)

- b. J2601 – 2 HD fueling
- c. J2601 – 4 Ambient Temperature refueling
- d. J2601 – 5 MC Method for HD fueling
- e. JPEC-S 0003 Japanese Bus fueling protocol
- f. J2600
- g. Note: Fast fills, (up to 7.2kg/min) require a different nozzle with a different standard (ISO 27268:2012) and are permitted for heavy duty vehicles only.

7.3.2. SAE International J2719

- a. The open retail hydrogen refueling station shall conform to the most recent version of SAE International J2799 (station communications), verified through the most recent version of CSA HGV 4.3. Or an equivalently accepted industry standard Compressed Gas Association (CGA) G-5.3, Commodity Specification for Hydrogen.
<https://portal.cganet.com/Publication/Details.aspx?id=G-5.3>.
- b. National Fire Protection Association (NFPA) 2, Hydrogen Technologies Code, NFPA 55., and NFPA 2 Checklist (2016).
- c. SAE Hardware and Software, where required and as necessary.
- d. California Building Code, Part 2, Title 24
- e. California Electrical Code, Part 3, Title 24
- f. California Energy Code, Part 6, Title 24
- g. California Fire Code. Part 9, Title 24
- h. The dispenser has been certified to sell hydrogen by the kilogram (pursuant to CCR Title 4, Division 9, Chapter 1)
- i. The station is connected to the Station Operational Status System (SOSS), maintained by CaFCP.
- j. Surface Streets Hydrogen Fueling Station Signage per NIST Handbook 130 and Caltrans Manual on Uniform Traffic Control Devices, section 21.03.

8. EnergIIZE Drayage and Transit Set-Aside Application Process

This section describes the application process for the EnergIIZE Drayage Fleet, Drayage Public,



and Transit Set-Asides. This application process and the documents required at each step are necessary. Application materials pertaining only to one funding lane, have been noted accordingly.

EnergIIZE staff recommend Applicants and other stakeholders involved in the infrastructure planning, development, or construction process engage with the Infrastructure Readiness Center (IRC) which can be found through the EnergIIZE website, as well as a brief resource on site planning, installing, and commissioning in [Appendix E – Sample Preliminary Site Plan for EV Infrastructure](#).

Interested parties will find information about the application and participation in this incentive project on the EnergIIZE website¹⁷. The Incentive Processing Center (IPC) application portal link will be posted on the website when a funding lane is open. The following description includes required documentation for a complete application and timelines for document submission, reservation of funds, and milestone payments.

Fleets may at this time only apply for Drayage Fleet Set-Aside electric and/or hydrogen fuel cell charging infrastructure incentives after submitting a Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Drayage Set-Aside vehicle application.¹⁸

Eligible Drayage Public Set-Aside Applicants may pursue one of the following:

1. Submit an EnergIIZE Drayage Public Set-Aside application for infrastructure incentives. Preliminary drayage vehicle questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing drayage vehicle incentive request instructions.

¹⁷ <https://energiize.org/>

¹⁸ <https://californiahvip.org/purchasers/>



2. Submit a HVIP drayage vehicle application.¹⁹ Preliminary infrastructure questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing drayage infrastructure incentive request instructions.

Eligible Transit Set-Aside Applicants may pursue one of the following:

3. Submit an EnergIIZE Transit Set-Aside application for infrastructure incentives. Preliminary transit vehicle questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing transit vehicle incentive request instructions.
4. Submit a HVIP Public Transit Set-Aside vehicle application.²⁰ Preliminary transit infrastructure questions will be included in the application. The application will be reviewed, then the Applicant will receive next steps containing transit infrastructure incentive request instructions.

EnergIIZE staff recommend Applicants and other stakeholders involved in the infrastructure planning, development, or construction process engage with the Infrastructure Readiness Center (IRC) which can be found through the EnergIIZE website, as well as a brief resource on site planning, installing, and commissioning in [Appendix E – Sample Preliminary Site Plan for EV Infrastructure](#).

Interested parties will find information about the application and participation in this incentive project on the EnergIIZE website²¹. The Incentive Processing Center (IPC) application portal link will be posted on the website when the funding window opens. The following description includes required documentation for a complete application and timelines for document

¹⁹ <https://californiahvip.org/purchasers/>

²⁰ <https://californiahvip.org/purchasers/#TransitBus>

²¹ <https://energiize.org/>



submission, reservation of funds, and milestone payments.

8.1 Step 1: Submit Application

The following section outlines requirements for initial EnergIIZE funding consideration. Funding window and incentive offerings may be determined by an Applicant prior to submitting an application by visiting the EnergIIZE website or by using the resources in this document.

EnergIIZE accepts applications through the online portal, the IPC. Please follow instructions on the application instruction sheets for details on how to upload materials. Applicants are required to supply basic project information, respond to a series of quantitative and qualitative questions (which can be found in [Appendix G – Evaluation, Scoring Rubric, and Qualitative Questions](#)), and provide relevant fleet and vendor contact information.

*Mixed use (hydrogen and EV) sites must meet EV **and** Hydrogen site requirements.*

Note that site changes are not allowed after submission of the application. If an applicant wishes to change site address, they will need to submit a separate application packet, during an open application window.

Regardless of funding lane, the Applicant is required to provide the following application packet:

- 1) **EnergIIZE Application** – Applicants are required to supply basic project information, answers to a series of quantitative and qualitative questions, and relevant fleet and vendor contact information. The application questions include a Site Equipment Manifest; a list of anticipated one-time hardware, network and software costs to be incentivized through EnergIIZE funding. Details should include at least manufacturer, make, model, and manufacturer's suggested retail price (MSRP). Information about any applicable cost share is required in the application. More information can be found within the application packet.
- 2) **Site Verification Form** ([Appendix D – EnergIIZE Site Verification Form](#)): Applicants who intend to install infrastructure on land which they **own** need to fill out the Site Verification



Form and provide proof of ownership in attachment. For Applicants who intend to install infrastructure on land which they **do not own**, the Site Verification Form is also required to verify authorization of installation work by the property owner. If new or upgraded equipment is provided by the utility, then proof of easement may be required. Multiple types of easements may be accepted, please contact us with any questions.

- a. If the applicant team is unable to obtain a property owner signature on the Site Verification Form at the time of application submittal, then written Letter of Intent (LOI) demonstrating intent to sign a lease for at least 5 years and certifying that the installation work is authorized by the property owner and the applicant may satisfy this Step 1. However, the Site Verification Form must be executed by the Property Owner and submitted to EnerGIIZE staff before incentives may be provided in Step 3. If an applicant believes that they will not be able to submit a Site Verification Form with Property Owner signature in Step 1, they should contact EnerGIIZE staff (infrastructure@calstart.org) as soon as possible to explain the situation, and EnerGIIZE staff will advise if a LOI will work for their particular case.
 - b. Applicants who intend to install infrastructure on land which they are leasing may also submit a copy of their lease, if it explicitly grants them the right to install fueling/recharging infrastructure for the specific property site in the incentive application, and a summary indicating where in the lease these rights are granted in lieu of a Property Owner signature on the Site Verification Form. Applicants are encouraged to communicate with EnerGIIZE staff if they plan to submit using this documentation.
- 3) **Preliminary site plans** – An example of preliminary site plans can be found in [Appendix E – Sample Preliminary Site Plan for EV Infrastructure](#).
 - 4) **Sample EnerGIIZE Terms and Conditions** – (See the EnerGIIZE website, www.energiize.org/resources at bottom of page, for Terms and Conditions) In Step 1, it is the participant’s responsibility to read and understand the EnerGIIZE Sample Terms and Conditions. If selected for an award, the participant must sign an EnerGIIZE agreement to move to Step 2.



Please note, Sample Terms and Conditions are intended for informational purposes only and do not constitute a legally binding agreement until they are incorporated in an Agreement fully executed by the Parties (CALSTART and Incentive Recipient); and are subject to change.

5) **Confirmation of Request for Service from the local utility, notice that project site is being assessed for energy load capacity, or that applicant is coordinating with utility.**

Copy of request for new service from the local utility (e.g., email correspondence with the utility) containing the ticketed request for new service. This may also entail communications with your utility asking for new service. Proof of participation in available utility programs for make-ready funding, for projects in Investor-Owned Utilities (IOU) territories where such programs currently exist will also satisfy this requirement. Proof of participation in these programs may include but not be limited to: Customer Agreement Form signed by the site operator. Participation in such programs is not a prerequisite for participation in Energize.

6) **Additional Supporting Documents**

- a. Those Applicants meeting equity eligibility criteria for additional incentive funding: Documentation proving your status as one or more of those entities described under [Section 5.3 Applicants Meeting Equity Criteria](#).
- b. CaaS Applicants only: Infrastructure which is to be used on the CaaS model and/or installed through a CaaS vendor must include evidence of a letter of agreement with the associated fleet, that the infrastructure is intended to be publicly accessible or shared and to be used according to the CaaS business model.
- c. Hydrogen and Mixed Use Applicants: **Proof of completion of Critical Milestone 1** (see [Appendix B – Hydrogen Fueling Station Critical Milestones](#)).

For the Drayage Public Set-Aside, applications will be accepted on a rolling basis, subject to availability of funding. Prioritization will be given to Applicants meeting equity criteria. CALSTART reserves a grace period to ask clarifying questions of Applicants who submit complete online applications.



For the Drayage Fleet and Transit Set-Asides, CALSTART reserves a grace period to ask clarifying questions of Applicants who submit complete application packets. Additionally, if an Applicant is non-responsive after 48-hours (2 business days), their application will be scored as-is and may be disqualified and not considered for future contingency lists.

For the Drayage Fleet and Transit Set-Asides, once an application period closes, EnergIIZE staff will review all applications (see [Appendix G – Evaluation, Scoring Rubric, and Qualitative Questions](#)). Applications will be scored on their completeness and the project’s contribution to the community. The following criteria will be scored:

- Submission of all required application forms.
- Location – Prioritization will be given to proposed infrastructure which will be located within a Disadvantaged Community Census tract. Proposed infrastructure to be located in a Low-Income Community Census tract will also be given priority. See [Key Terms](#) for the definitions of Disadvantaged Community and Low-Income Community.
- Tribal Projects – Prioritization will also be awarded to Tribal projects, which are defined as projects where the Applicant is a California Native American Tribe, California Tribal Organization, or Non-Governmental Organization serving Tribal entities.
- Benefit to the community – Applicants will be scored based on their response to three qualitative questions in the application form. EnergIIZE staff will award projects which demonstrate buy-in and support for infrastructure projects from the community, incorporate workforce development opportunities for local residents, expand transit service for local residents, and/or offer no-cost charging or fuel to local residents.

Contingency List



In case there are opportunities to fund projects in addition to initially awarded funds, the EnergIIZE team will hold completed applications in a contingency list. For Drayage Fleet and Transit Set-Asides, should funds become available, the highest ranked applicants from the contingency list will be eligible to receive incentive funding. Drayage Fleet and Transit Set-Aside Applicants who have not submitted all application packet requirements will not be included on a contingency list and will be considered disqualified.

Conditional Awards

Once Drayage Fleet and Transit Set-Aside applications have been scored, Applicants will be selected for conditional award based on score and availability of funding.

Drayage Fleet, Drayage Public, and Transit Set-Aside Applicants selected for conditional award will receive a conditional award letter and will be moved to Step 2 upon execution of an agreement with CALSTART. The execution of this agreement can be seen as confirmation of reserved funding for an Applicant's infrastructure project.

After submission of Step 2 and 3 documents, the awardee is eligible for expense reimbursement. The date of this agreement (effective date) serves as the beginning of the project with EnergIIZE and the recipient. No costs incurred before the effective date of the agreement are eligible for reimbursement. Costs incurred between the effective date of the agreement and when an awardee becomes eligible for submitting for reimbursement is at the awardee's own risk. Once an awardee has signed the agreement and satisfied the conditions of award through Step 3, that awardee becomes eligible to submit for Milestone Payment reimbursement (see Step 3 requirements below).

8.2 Step 2: Provide Supporting Documents

Once Applicants have been provided with their notice of conditional award, they will have 60 calendar days to provide the following information. EnergIIZE Drayage and Transit Set-Aside Applicants who meet equity criteria and receive a notice of conditional award will have 90 calendar days to provide the same information. After conditional awards have been granted,



Applicants may submit a request for extension. Requests for extensions will be evaluated on a case-by-case basis and be granted for extenuating circumstances. No more than 60 calendar days total in extension requests may be granted for projects (unless otherwise specified in this Implementation Manual addendum).

Note that no equipment changes are allowed after Step 2. In addition, awards are based on the cost estimate given at the time of application. Any costs incurred as a result of swapping equipment, after the date of EnergIIZE agreement effective date, shall be borne by the Recipient.

- 1) **Signed EnergIIZE Agreement** – In Step 1, it is the Applicant’s responsibility to read and understand the EnergIIZE Sample Terms and Conditions. A signed copy of the Agreement, including Terms and Conditions is required to enter Step 2 (if the Applicant is awarded).
- 2) Confirmation from the local utility that the project site is adequately prepared to receive the necessary energy for the planned infrastructure installation.
- 3) **Final Site Plans** – These should include any changes made to the preliminary site plans. Load calculations, panel schedules, necessary utility upgrades, and final selection of hardware are expected in the final site plans.
- 4) **Proof of license, insurance, and Electric Vehicle Infrastructure Training Program (EVITP)²² certification** (for EVSE projects only) of the general contractor and/or subcontractor selected for the project. Insurance must be valid for at least 30 calendar days from the date of document submission. Please include any information about subcontractor(s) used that may meet minority business enterprise, disadvantaged business enterprise, and/or small business designations.
- 5) **Copy of Purchase Order** for EVSE’s and/or hydrogen equipment.
- 6) **Milestone Payment Schedule and Request Form** to illustrate payment needs and also to serve as the reimbursement request form for eligible expenses.

²² For more information, please see <https://evitp.org/training/>



- 7) **Drayage Public Set-Aside projects only:** Signed Vehicle Commitment Form (see [Appendix F – Drayage Vehicle Commitment Agreement](#)).
- 8) **Hydrogen and Mixed Use projects only:**
 - a. Copy of the completed hydrogen safety plan ([Appendix A – Hydrogen Safety Plan and Station Design Review](#))
 - b. Executed copy of the Hydrogen Project Attestation of Codes and Standards ([Appendix I – Hydrogen Project Attestation of Codes and Standards](#))
 - c. Proof of completion of Critical Milestone 2 (see [Appendix B – Hydrogen Fueling Station Critical Milestones](#))
 - d. Confirmation from the local utility that the project site is adequately prepared to receive the necessary energy for the planned infrastructure installation (see [Section 8.1 Step 1: Submit Application](#) for full details)

8.3 Step 3: Permitting and Construction

In Step 3, once a project secures all the necessary permits, and has satisfied planning department requirements (including ensuring compliance with CEQA and other applicable federal, local, and California State laws, see [Key Terms](#) for additional resources) the Applicant may begin construction and must submit the following:

- 1) **Copy of the building permit.**
- 2) **Project plan and scope of work** including construction timeline.
- 3) **For Hydrogen and Mixed Used projects only: Proof of completion of Critical Milestone 3 and 4** (see [Appendix B – Hydrogen Fueling Station Critical Milestones](#)).
- 4) **Milestone Payment Schedule and Request Form and Copy of paid invoices** showing eligible costs incurred (if requesting milestone payment). Invoice must show serial numbers for all equipment.
- 5) **Drayage Public Set-Aside projects only:** Proof of HVIP drayage vehicle voucher request.
- 6) **CaaS projects only:** Proof of ownership or POs for MD/HD ZEV(s).

Once the project receives a building permit, projects may be eligible for milestone payment(s) for costs incurred. Milestone payments shall not equal more than 50 percent of the Recipient's notice of conditional award. Note that costs incurred before the EnergIIZE agreement effective date are not eligible for reimbursement.

8.4 Step 4: Commission Project

Once a project's construction is complete and proof of power or fuel at the site has been confirmed, site commissioning should commence. Applicants must provide the following documentation as proof of commissioning, to receive any remaining incentives for which they may be eligible, and close out their project:

1. **Copy of the signed inspections sheet and closed building permit.**
2. **Copy of third-party network provider communications contract** with 4G cell phone activation and IP registration completed is required only for EV charging.
3. **Verification that chargers / refueling dispensers are in working order.**
4. **Photo of serial number for all serialized equipment installed** on the project site. Serial number must match that on project invoices.
5. **Photographic evidence of the site.** Photos must be provided of all EVSE's or hydrogen pumps installed; switch gear and meter mains; transformers; compressors and pumps, landscaping as required by the property owner, ADA parking with proper markings, signs, and placards with path of travel; ingress and egress properly marked (signs per HB 130).

Proper signage shall include but is not limited to:

- State of CA: CALTRANS Zero-Emission Vehicle signage requirements: <https://dot.ca.gov/programs/safety-programs/ev-signs>
- CA Building Codes: 11B-228.3 for ADA requirements.
- Code of Federal Regulations, Part 309 - Labeling requirements for zero-emission vehicles: <https://www.ecfr.gov/current/title-16/chapter-I/subchapter-C/part-309>
- Federal Highway Regulations for signage of zero-emission vehicles: <https://mutcd.fhwa.dot.gov/resources/policy/rsevcpfmemo/>

6. **Milestone Payment Schedule and Request Form and Copies of paid invoices.**



Once all applicable requirements in Step 4 are complete, the project will be fully operational and a Recipient's project is deemed complete. When a site is fully commissioned and complete, Final Payment may be requested.

While EnerGIIZE staff will consider delays on a case-by-case basis, Applicants must coordinate with EnerGIIZE staff for those projects whose deployment timeline (time from EnerGIIZE agreement effective date to final commissioning) is likely to exceed 24 months. For Hydrogen projects, this would be for projects likely to exceed 30 months.

9. Duties and Responsibilities

9.1. EnerGIIZE Awardee Responsibilities

- 9.1.1. Must comply with all local, state, and federal safety, permitting, zoning, and other guidelines.
- 9.1.2. Must maintain insurance as required by law. If the installed and commissioned infrastructure is damaged, destroyed, or otherwise becomes permanently inoperable due to accident or negligence by the Applicant or any other party, the Applicant must notify EnerGIIZE staff.
- 9.1.3. Must submit reports and respond to surveys put forth bi-annually by EnerGIIZE Staff for a period of three (3) years from the date of final commissioning.
- 9.1.4. Must report project delays in a timely manner to EnerGIIZE Staff. Failure to do so may place the Applicant at risk of delayed or cancelled incentive payment(s).
- 9.1.5. Must be available for follow-up inspection if requested by EnerGIIZE staff, CEC, or CEC's designee.
- 9.1.6. Must ensure the EV or hydrogen equipment shall be maintained and operated for a period of no less than five (5) years from the date of final commissioning.
- 9.1.7. Must disclose all sources of public funding used in combination with EnerGIIZE funds.



9.2. Hydrogen Projects: EnergIIZE Approved Applicant Responsibilities

The following describes the duties and responsibilities for those pursuing incentive funding for hydrogen fuel cell vehicle refueling stations:

9.2.1. Must develop a Hydrogen Safety Plan for each proposed hydrogen fueling station (See [Appendix A – Hydrogen Safety Plan and Station Design Review](#)).

9.3. EnergIIZE Vendor/Installer Responsibilities

9.3.1. Must have reviewed the EnergIIZE requirements for participation and have participated in any training offered by EnergIIZE staff. ²³

9.3.2. Must abide by any federal, State, and local laws and regulations applicable to their infrastructure project.

9.3.3. Must provide accurate and complete documentation of all eligible ZE infrastructure equipment, and other documents where requested.

9.3.4. Must complete the required forms and applications as stipulated in the application process portion of this document, in the event said vendor is the Applicant.

9.4. EV Projects only: EnergIIZE Vendor/Installer Responsibilities

9.4.1. Must ensure the project has complied with all AB 841 (2020) requirements or provide notice to EnergIIZE staff for why the AB 841 requirements do not apply to the project.

9.4.2. Must submit EVITP Certification Numbers of each Electric Vehicle Infrastructure Training Program certified electrician that installed electric vehicle charging infrastructure or equipment. EVITP Certification Numbers are not required to be submitted if AB 841 requirements do not apply to the project.

²³ See www.energize.org/partners for information on vendors, vendor requirements, and how to become an EnergIIZE Project Partner.



9.5. Hydrogen Projects only: EnergIIZE Vendor/Installer Responsibilities

- 9.5.1. The site owner and/or general contractor must apply for a permit with the local Authority Having Jurisdiction (AHJ) for the installation of a pressure vessel.
- 9.5.2. The employees of the general contractor and the general contractor must have been trained in or certified to the following standards and regulations:
- a. OSHA regulations as published in Title 29 of the Code of Federal Regulations. Part 1910 covers general industry regulations.
 - b. Compressed Gas Association (CGA) “S”, Pressure relief devices and CGA H-5: safety standard for bulk hydrogen supply systems
 - c. ASME B 31 - 2020 for piping and pipelines

9.6 Data Collection Requirements

Background

Reporting frequency and duration: Each project must provide a minimum of thirty-six (36) months of data collection on deployed infrastructure equipment, however, it is strongly encouraged that applicants report for five or more years. Data shall be reported quarterly, beginning at the date of final infrastructure commissioning.

Data quality and accessibility requirements: Participants together with site operators and infrastructure vendors shall pursue automated approaches to reporting data for accuracy of reporting and streamlined processing for all parties involved. Data should be retained and made accessible to EnergIIZE Staff for the duration of the project requirements listed here (i.e. thirty-six months).

In addition to the foregoing requirements for EV charging equipment manufacturers and suppliers of charging equipment, EnergIIZE staff further advises participants prepare for compliance with forthcoming legislation on uptime (i.e., AB 2061) which shall impact any charging equipment installed after January 1, 2024



9.6.1. Hydrogen data requirements: hydrogen utilization data can differ from the data required, sometimes substantially. Data requirements specific to hydrogen infrastructure are indicated below. In the absence of any indication, funding recipients must report the required datasets.

9.6.2. Units of measurement for reporting: reporting shall occur in the units requested by EnergIIZE staff. Where units of measurement are not specified or where information is qualitative, recipients shall determine the best units in which to report information.

9.6.3. Associated identifier data: Certain data requirements necessitate associated data like timestamps, site identifiers, port identifiers, and equipment identifiers. Each of these values must be provided along with the data for each piece of equipment, work, or other item/task within the project towards which EnergIIZE incentives have been used; and in such a way that each required metric is reported on for each unique piece of equipment, down to the lowest level of granularity.

9.6.4. Data Collection The following metrics may be requested for each charging/refueling station on the equipment manifest. Explanations with guidance for collection are provided after the data field.

- a. Port / session / site identifier data
 - i. Port ID: A unique identifier corresponding to the ports of the equipment, active during a charging session (i.e. is not reassigned to another port). Wherever data specific to a port is required, a Port ID must be reported.
 - ii. Session ID: A unique ID corresponding to the charging session.
 - iii. Site ID: A unique ID corresponding to the charging site.
- b. Charging / refueling events per 24-hour period (where possible)
 - i. Number of charging or fueling sessions.
 - ii. Charging or fueling session duration(s).
 - iii. Amount dispensed per session (in kWh or kg dispensed).
 - iv. Average charger or fueling station utilization (planned to actual).
- c. Peak power delivered: Peak power in kW delivered.



- d. Peak energy delivered: Peak energy in kWh delivered.
- e. Total kWh or kg of consumed over time, reported quarterly.
- f. Responses to qualitative questions via applicant experience survey responses on items including:
 - i. Challenges or barriers experienced with charging/fueling equipment
 - ii. Whether distributed energy resources have been used.
 - iii. Whether renewable energy was used.
 - iv. Methods used for managing charging and grid impacts,
 - v. Any cost savings measures used
 - vi. Methods for collecting usage data,
 - vii. Methods for managing charging and grid impacts (resiliency methods)
 - viii. Methods for managing H2 refueling efficiency at the pump.
 - ix. Refueling schedule (charging/refueling time of day and duration).
 - x. Payment methods for refueling.
 - xi. Charging/fueling schedule (time of day and duration).
 - xii. Location type of equipment (e.g., street, parking lot, warehouse facility, intermodal facility, public charging facility, rest stop, transit depot, etc.)
 - xiii. Equipment complaints received, by manufacturer.
- g. Vocation and vehicle or equipment type utilizing equipment
- h. Marginal cost of delivered hydrogen: This should be reported in dollars / kg.
- i. Cost of charging (electricity utility tariff, EVSP service contract, public charging price) in \$/kWh)
- j. Cost of hydrogen fuel delivered, generated on-site, or sold at a public fueling station (in \$/kg).
- k. Levelized cost of energy: Reported in dollars / kWh.
- l. Number, type, date of installation, and location of chargers or hydrogen refueling stations installed.
- m. Nameplate capacity of installed equipment, in kW for chargers and kg/day for hydrogen.

Appendix A – Hydrogen Safety Plan and Station Design Review

See Appendix A (Hydrogen Safety Plan and Station Design Review) within Standard EnergIIZE Implementation Manual²⁴ for reference.

Appendix B – Hydrogen Fueling Station Critical Milestones

Should an Applicant pursuing incentives be deemed eligible for participation in EnergIIZE, they must submit proof of having completed the following Critical Milestones. EnergIIZE incentives will not be awarded for a hydrogen fueling station unless the Applicant meets all four Critical Milestones outlined below.

Critical Milestone 1: The Applicant (for station address submitted with the application) must have control and possession of the site. This can come in the form of proof of an easement agreed to and signed by the property owner at which the hydrogen fueling station is to be constructed. Multiple types of easements may be accepted, please contact us with any questions.

The Applicant must provide to EnergIIZE staff proof of having met this Critical Milestone by submitting adequate documentation of site control and possession. Documentation of site control and possession may include, but is not limited to, an executed lease for the land on which the station will be constructed. EnergIIZE staff will determine whether the documentation submitted by the Applicant is sufficient to show that this Critical Milestone has been met. On a case-by-case basis, considerations can be made for accepting a letter of intent in lieu of a signed lease.

²⁴ www.energiize.org/resources (click “Download Now” button, located underneath video).



Critical Milestone 2: The Applicant (for station address submitted with the application) must hold the following meetings:

- An in-person, telephone, or web-based pre-application meeting for permits to build and operate each proposed hydrogen fueling station with the Authority Having Jurisdiction (AHJ) over the project and entitlement process. The meeting should include but not be limited to discussion of the purpose and design of the hydrogen fueling station(s), the entitlement and permit application process, zoning requirements, aesthetics, the AHJ's CEQA process, and project timeline. The meeting may be, for example, a scheduled presentation given by the Applicant to an AHJ, or an unscheduled discussion with AHJ staff.
- An in-person, telephone, or web-based pre-application meeting, at the same time or separately from the meeting with the AHJ regarding permits, and with a representative of the Office of the Fire Marshal, or other similar fire control office, in the AHJ. The meeting should include but not be limited to discussion about how to obtain compliance with local fire code requirements and National Fire Protection Association (NFPA) 2 and NFPA 55 requirements.

The Applicant must provide to the EnergIIZE staff proof of having met this Critical Milestone by submitting notes from each meeting, including date, time, location, names and titles of meeting participants, a summary of the topics discussed, and any open issues and next steps. EnergIIZE staff will determine whether the documentation submitted by the Applicant is sufficient to show that this Critical Milestone has been met.

Critical Milestone 3: For stations that will be serviced by a utility, the Applicant must meet with representatives of the utility company that will serve each proposed station to arrange the utility connection. The Applicant must provide proof to EnergIIZE staff of having met this Critical Milestone by submitting meeting notes, including date, time, location, names and titles of meeting participants, a summary of the topics discussed, and any open issues and next steps. EnergIIZE staff will determine whether the documentation submitted by the Applicant is sufficient to show that this Critical Milestone has been met.



Critical Milestone 4: The Applicant must meet with representatives of the hydrogen fuel supplier that will serve the station to arrange the supply chain and hydrogen delivery. The Applicant must provide proof to EnerGIIZE staff of having met this Critical Milestone by submitting meeting notes, including date, time, location, names and titles of meeting participants, a summary of the topics discussed, and any open issues and next steps. EnerGIIZE staff will determine whether the documentation submitted by the Applicant is sufficient to show that this Critical Milestone has been met.

The compliance of the open retail hydrogen refueling station with SAE International J2601 – 1 Category D (greater than 10 kg tank sizes), J2601 – 2 HD fueling, J2601 – 4 Ambient Temperature refueling, J2601 – 5 MC Method for HD fueling, JPEC-S 0003 Japanese Bus fueling protocol, J2600 or an equivalently accepted industry standard. For fast fill nozzles, (up to 7.2kg/min), compliance with ISO 27268:2012 or equivalent is required and are permitted for heavy duty vehicles only. For open retail hydrogen refueling stations, Applicants shall conform to the most recent version of SAE International J2799 (station communications), verified through the most recent version of these standards or equivalent accepted industry standard.

CARB has started investigating if a regulatory required station evaluation/verification process, that could include a fee payment, is needed. The ability for a third party to perform this evaluation is one of the topics being researched.

Appendix C – Site Planning, Installing, and Commissioning

See Appendix C (Site Planning, Installing, and Commissioning) within Standard EnerGIIZE



Implementation Manual²⁵ for reference.

Appendix D – EnerGIIZE Site Verification Form

See Appendix D (EnerGIIZE Site Verification Form) within Standard EnerGIIZE Implementation Manual²⁶ for reference.

Appendix E – Sample Preliminary Site Plan for EV Infrastructure

See Appendix E (Sample Preliminary Site Plan for EV Infrastructure) within Standard EnerGIIZE Implementation Manual²⁷ for reference.

²⁵ www.energiize.org/resources (click “Download Now” button, located underneath video).

²⁶ www.energiize.org/resources (click “Download Now” button, located underneath video).

²⁷ www.energiize.org/resources (click “Download Now” button, located underneath video).



Appendix F – Drayage Vehicle Commitment Agreement

EnergIIZE Medium- and Heavy-Duty (MD/HD) Drayage Vehicle Commitment Agreement

The purpose of this agreement is to document the Applicant's commitment to purchase a qualifying drayage vehicle.²⁸

Commercial Fleet Point of Contact:	
Organization/Company Name:	
Organization Type:	
Mailing Address:	
City:	
State:	
Zip Code:	
Primary E-mail:	
Phone:	
Tax ID Number:	
Infrastructure Site Address: (If diff. from mailing address above)	

MD/HD Vehicle Information (Please fill in the required information below.)

	Vehicle Model 1	Vehicle Model 2	Vehicle Model 3	Vehicle Model 4
Expected Date of HVIP Vehicle Voucher Request (MM/YYYY):				
Expected Date of Purchase (MM/YYYY):				

²⁸ See the HVIP Implementation Manual for definition of drayage truck at: <https://californiahvip.org/wp-content/uploads/2022/03/HVIP-FY21-22-Implementation-Manual-03.15.22.pdf> Page 24 says: “Drayage trucks are defined by CARB regulation Article 4.5, Chapter 1, Division 3, title 13, section 2027, California Code of Regulations as: Any in-use on-road vehicle with a (GVWR) greater than 33,000 pounds that is used for transporting cargo, such as containerized, bulk, or break-bulk goods, that operates on or transgresses through a port or intermodal railyard property for the purpose of loading, unloading or transporting cargo, including transporting empty containers and chassis or off port or intermodal railyard property transporting cargo or empty containers or chassis that originated from or is destined to a port or intermodal railyard property.” The manual also defines what is not included in this definition.



Make:				
Model:				
Description of vehicle and how vehicle will be used and operated:				
Number to be Purchased:				
Date EnergIZE Application Submitted:				
Name of Commercial Fleet Operator/Manager:				
Signature of Commercial Fleet Operator/Vehicle Owner				
Title of Signer:				
Date:				

By signing the Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIZE) MD/HD Vehicle Commitment Agreement, I acknowledge that I will purchase a qualifying drayage vehicle, as defined above, by the expected date of purchase indicated above. I certify under penalty of perjury that the information provided is accurate. For questions, contact infrastructure@calstart.org.

Sept. 2023



Appendix G – Evaluation, Scoring Rubric, and Qualitative Questions

Drayage Fleet and Transit Set-Aside Rubric and Qualitative Questions

For the EnergIIZE Commercial Vehicles Project’s Drayage Fleet and Transit Set-Aside funding lanes, Applicants will be evaluated on items 1-6 below. Please monitor www.Energiize.org for opening and closing dates of funding window.

All **Hydrogen and Mixed Use** Applicants will be evaluated on items 7-9 as well. Applicants not requesting mixed use or hydrogen funding will not be evaluated on items 7-9.

All qualitative question responses may be combined into one Word document.

All applications must obtain a **minimum of 50 points** to be recommended for funding. All Projects must submit the required application documents. Funding will be awarded to Projects in ranked order until all available funds are exhausted. Conditional awards may be offered that are less than the requested amount. Tie scores will be broken as needed by random lottery.

Criteria	Total Possible Points
<p>1. Submission of all required application documents required in Step 1.</p> <ul style="list-style-type: none"> • For All EnergIIZE Drayage Fleet and Transit Set-Aside Applicants: <ul style="list-style-type: none"> o EnergIIZE Application Form o Proof of cost share o Preliminary site plan o Proof of Site Ownership, Site Verification Form, or acceptable alternate documentation o Acknowledge Sample EnergIIZE Terms and Conditions o Answers to qualitative questions o Confirmation of Request for Service from the local utility, notice that project site is being assessed for energy load capacity, or that Applicant 	<p>50</p>



<p>is coordinating with utility.</p> <ul style="list-style-type: none"> • For Hydrogen and Mixed Use: Proof of completion of Critical Milestone 1 	
<p>2. Location - Proposed infrastructure is located within a Designation of a Disadvantaged Community (refer to <u>Key Terms</u> for more details). 25 points will be applied if the Applicant is eligible under any of the following definitions:</p> <ul style="list-style-type: none"> • Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0 (75%-100%) • Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores • Census tracts identified in the 2017 DAC designation, regardless of their scores in CalEnviroScreen 4.0 • Lands under the control of federally recognized Tribes 	25
<p>3. Location - Proposed infrastructure is located in a Low-Income Community (LIC) census tract, as defined under AB 1550 (please see webmaps.arb.ca.gov/PriorityPopulations/ for more details). Projects located in census tracts designated as both a DAC and a LIC will be eligible for points in both area designations. A minimum of 10 points will be awarded for all projects located in LIC census tracts. Tribal projects are defined as projects where the Applicant is a California Native American Tribe, California Tribal Organization, or Non-Governmental Organization serving Tribal entities - see Applicant eligibility worksheet for details.</p> <ul style="list-style-type: none"> • Non-Tribal Low-Income Community Project: 10 points • Tribal Low-Income Community Project: 25 points <p><i>Note that no site changes are allowed after submission of the application. If an Applicant wishes to change sites, they will need to submit a separate application packet, during an open application window. Since scoring is dependent on location, it would be unfair to allow changes after submitting Step 1 documents.</i></p>	25



TOTAL POSSIBLE POINTS FOR APPLICATION REQUIREMENTS	100
<u>For all projects:</u>	
<p>For the three qualitative questions below, please read through and address each bullet point listed underneath. You are encouraged to submit supporting materials and photos, which may be used to determine scoring.</p> <p>4. Qualitative Question #1- In a Word document, please describe what measures/project elements are you incorporating to ensure effective and efficient management of the charging equipment? (500-word limit)</p> <p>Successful responses may include:</p> <ul style="list-style-type: none"> • Explanation of the project’s plan to maintain high infrastructure uptime (ex.: 24/7 service call center, preventative maintenance plans, remote monitoring systems). • If applicable, project’s plan to maximize infrastructure utilization over time (ex.: public access, business to business, shared access, CaaS). 	20
<p>5. Qualitative Question #2- In a Word document, please demonstrate local community buy-in and support. (500-word limit)</p> <ul style="list-style-type: none"> • What steps have been taken to achieve community engagement? <ul style="list-style-type: none"> ○ Describe the process for receiving community support and buy-in. Please provide examples of community outreach and engagement activities that you led or participated in. ○ How was feedback collected and incorporated? • Please note any letters of support that you have received for the proposed Project. <ul style="list-style-type: none"> ○ Applicants should include letters of support for the proposed Project from community organizations representing residents in the area where the Project is proposed. ○ Letters of support from appointed or elected officials are allowed, but letters from community-based organizations (e.g. neighborhood associations, environmental justice groups, faith-based organizations, Parent Teacher Associations, etc.) will be given greater weight in scoring. • Drayage Fleet only: Describe any members of the Applicant Team (refer to Key Terms) who are also members of a community group, Tribal government, or other entity that already represents local residents. • Transit Set-Aside only: Provide a map and/or visuals demonstrating that at least 50 percent of applicable routes or coverage areas are within a 	20



<p>designated Disadvantaged Community (DAC) or Low-Income Community (LIC).</p>	
<p>6. Qualitative Question #3- In a Word document, please describe any additional community benefits that go above and beyond the project’s scope that the Applicant will commit to providing in conjunction with this Project. Applicants are encouraged to think creatively and be responsive to locally-identified needs in the community where the proposed Project will be located. (500-word limit)</p> <ul style="list-style-type: none"> • Describe community benefits of the Applicant’s MD/HD Infrastructure project. Examples of these community and economic benefits could be paid workforce development opportunities for local residents, locally based contractors, local hiring, expanded transit service for local residents, and/or offering no-cost light duty EV charging for local residents. • What is the duration of any proposed benefits and how they might be measured? • How will the Applicant demonstrate these benefits being incorporated into the Project. (If the proposed community benefits include partnerships with a local partner i.e. community college, nonprofit, etc., please include a letter of support for the proposed Project from that organization confirming their participation and level of involvement if awarded.) 	20
<p>TOTAL POSSIBLE POINTS FOR QUALITATIVE SECTION</p>	<p>60</p>
<p><u>For Hydrogen and Mixed-Use projects only:</u></p>	
<p>7. Hydrogen Refueling Station Design and Performance (6 points each) - Applications will be evaluated on the degree to which they meet the following criteria. Please describe responses in a Word document as needed. Responses should be as concise as possible but address all of the following:</p> <ul style="list-style-type: none"> • The Applicant justifies the appropriateness of the fueling capacity and number of 	46



<p>fueling dispensers at the location.</p> <ul style="list-style-type: none"> • The Applicant demonstrates that the proposed station location sites will have sufficient space for all vehicles using the station including fuel delivery vehicles, pedestrians, and equipment. • The nozzles selected for the proposed stations are designed to minimize the frequency of freeze-lock. • The Operation and Maintenance Plan presents credible plans and methods to optimize station “up-time.” • The Applicant provides a credible plan for staying current with industry standards and maintaining optimal hydrogen refueling station performance over the life of each station. • The Applicant’s project includes station(s) that will have purpose-built equipment to optimally serve commercial fuel cell vehicle fleets or fuel cell transit buses. • The project plan meets all required regulatory codes, standards, and laws and does not propose any Alternate Means and Methods (10 points for this item. Question will be scored as binary – 10 points will only be given to projects which meet all codes). 	
<p>8. Project Readiness (6 points each), complete in a Word document - Applications will be evaluated on the degree to which they:</p> <ul style="list-style-type: none"> • Propose an aggressive but achievable schedule for completing the station. • Provide realistic and sufficient plans to work with the local utilities for obtaining utility connections for the proposed station. • Include realistic and substantiated information about the anticipated primary and secondary (backup) supply of hydrogen for the proposed stations. 	18
<p>9. Qualifications of the Applicant/Applicant Team (6 points each), complete in a Word document –</p> <p>Applications will be evaluated on the degree to which the team has:</p> <ul style="list-style-type: none"> • Experience designing, planning, constructing, testing, operating, or maintaining hydrogen refueling stations or other pressurized gaseous fueling stations. • Successfully and expeditiously opened public hydrogen refueling stations that dispense hydrogen for transportation purposes in use in California. • Experience developing and implementing organizational policies, procedures, self-audits, training and management of change procedures related to safety, including conducting hydrogen hazard analyses, safety reviews, safety vulnerability studies, and developing risk reduction plans for hydrogen handling and transport. • Experience in and understanding of how to provide exemplary customer service, including communicating status information to customers and responding to customer questions and complaints. • Experience in planning for and managing service down time and maintenance. 	48



<ul style="list-style-type: none"> • Experience working with first responders with hydrogen, or other pressurized gases, in a wide range of emergency situations and safety events. • Experience with cost accounting, financial controls, and commercial real estate transactions. • Positive referrals from equipment vendors or subcontractors from past or current projects. <p>If the Applicant/Applicant Team has any open California Environmental Protection Agency (CalEPA) violations²⁹, then they shall receive a score of zero for this section (9).</p>	
TOTAL POSSIBLE POINTS FOR HYDROGEN PROJECTS	112
TOTAL POSSIBLE POINTS FOR PROJECT	272

Qualitative Questions – Scoring Rubric

Qualitative Question #1 – Maximizing MD/HD Infrastructure Utilization- Total Max Score = 20 points

Primary Components	Criteria	Max Score

²⁹ <https://siteportal.calepa.ca.gov/nsite/map/results>



<p>Description of how vehicle quantity, class and vocation match the proposed infrastructure site.</p>	<ul style="list-style-type: none"> • 10 - Description provides a well-defined, clear and reasonable explanation for how vehicles to be served and proposed infrastructure match. • 7 - Description provides a good explanation for how vehicles to be served and proposed infrastructure match. • 5 - Description provides a limited explanation for how vehicles to be served and proposed infrastructure match. • 3 - Description provides a vague explanation for how vehicles to be served and proposed infrastructure match. • 0 – No response. 	<p>10</p>
<p>Description of how infrastructure use will be maximized over time, including maintenance, remote monitoring, and service plans to avoid broken infrastructure.</p>	<ul style="list-style-type: none"> • 10 points <ul style="list-style-type: none"> ○ Project has well defined maintenance plan and provides specifics on how the project will maintain 97% uptime. AND ○ Lists measurements that will be used to track operational success, including viable information on extended product warranties, engagement with certified EVITP technicians. AND ○ Carefully details how utilization of the site will be maintained over time, with plans that address maintaining the high uptime standards in case of an outage. • 7 points <ul style="list-style-type: none"> ○ Project has a good maintenance plan and provides information on how the project will maintain 97% uptime. AND ○ Lists measurements that will be used to track operational success including information on extended product warranties, engagement with certified EVITP technicians. AND ○ Describes how utilization of the site will be maintained overtime, with plans that address maintaining the high uptime standards in case of an outage. • 5 points <ul style="list-style-type: none"> ○ Project has a limited maintenance plan that provides some information on how the project will maintain 97% uptime. AND ○ Partially lists measurements that will be used to track operational success. AND 	<p>10</p>



	<ul style="list-style-type: none"> ○ Might describe how utilization of the site will be maintained over time, with some plans that address maintaining high uptime standards in case of an outage. • 3 points <ul style="list-style-type: none"> ○ Project has a vague maintenance plan that might provide some information on how the project will maintain 97% uptime. AND ○ Might provide a partial list of measurements that will be used to track operational success. AND ○ Might describe how utilization of the site will be maintained over time, with weak plans that do not adequately address maintaining the high uptime standards in case of an outage. • 1 Point <ul style="list-style-type: none"> ○ Project has a poor maintenance plan that provides inadequate information on how the project will maintain 97% uptime. AND ○ Might provide a partial list of measurements that will be used to track operational success. AND ○ Might describe how utilization of the site will be maintained over time, with weak plans that do not adequately address maintaining the high uptime standards in case of an outage. • 0 – No response 	
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Qualitative Question #2 - Community Buy-in and Support - Total Max Score = 20 points

Primary Components (bullet points)	Purpose	Criteria	Max Score
Relationship to existing community vision and expressed needs (including planning documents, community action plans, informal	Infrastructure projects that are connected to existing work within the community, both formal and informal, have a greater potential for	<ul style="list-style-type: none"> • 2 - Project has a clear and established relationship to existing community vision and/or needs, including materials or examples explaining them. • 1 - Project has an established relationship to community vision and/or needs, but no backup material is provided. • 0 - Project has no established relationship to community vision & no resources were 	2



community-developed plans or list of needs)	long-term success and impact.	provided.	
Community outreach and engagement activities, including processes for collecting feedback	An inclusive process of creating a community vision is important for long term success and community benefit.	<ul style="list-style-type: none"> • 3 - Describes a long history of community engagement activities and collecting feedback. • 2 - Describes two or more community engagement activities and two or more processes for collecting feedback • 1 - Describes one-two community engagement activity(ies), and one process for collecting feedback. • 0 - Does not describe community engagement activities, nor processes for collecting feedback. 	3
Incorporation of community feedback	Demonstrates genuine engagement and incorporation of community needs and vision.	<ul style="list-style-type: none"> • 3 - Describes two examples of how feedback was included. • 2 - Describes one example of how feedback was included. • 1 - Vaguely describes community feedback but no examples given about how it was included. • 0 - There is no mention of incorporating community feedback. 	3
Letters of Support	To demonstrate partnerships that could support the project's success and/or expand impact.	<ul style="list-style-type: none"> • 1 - For each letter of support from a community-based organization. • 0.5 - For each letter of support from an appointed or elected official. 	2
Drayage Fleet Set-Aside only: Representative Organization	Identifies an Applicant Team Member as a representative of the local residents where the project is proposed.	<ul style="list-style-type: none"> • 10 - The Applicant Team Member is a community-based organization, Tribal government or other organization that already represents local residents, and describes the organization's structure. • 5 - The Applicant Team Member is a community-based organization, Tribal government or other organization that already represents local residents, but does not describe the organization's structure. • 0 - No Applicant Team Member is a 	10



		community-based organization, Tribal government, or other organization that already represents local residents.	
Transit Set-Aside only: Serves DAC and/or LIC	Demonstrates route coverage of DACs and/or LICs.	<ul style="list-style-type: none"> • 10 - The Applicant demonstrates at least 50 percent of applicable routes or coverage areas are within DACs and/or LICs. • 0 - The Applicant does not demonstrate at least 50 percent of applicable routes or coverage areas are within DACs and/or LICs. 	10

Qualitative Question #3 - Community Benefits - Total Max Score = 20 points

Primary Components (bullet points)	Purpose	Criteria	Max Score
Community benefits Examples of these benefits could be paid workforce development opportunities for local residents, expanded transit service for local residents, and/or offering no-cost charging or hydrogen refueling for local residents	Projects that contribute more benefits to communities that have experienced environmental injustice should be prioritized to receive funding.	<ul style="list-style-type: none"> • 10 - Describes how the community benefits that would be provided are linked to the expressed community vision and/or needs, as described in the second qualitative question. • 5 - Describes community benefits that are not linked to previously documented community vision and/or needs, but are currently supported by a local community-based organization. • 0 - No additional community benefits are described offered by the project. 	10
For how long will these benefits be provided?	Projects that contribute more benefits for longer to communities that have experienced	<ul style="list-style-type: none"> • 7.5 - Benefits will be provided for the life of the charging station. • 6 - Benefits will be provided for ten years. • 5 - Benefits will be provided for five years. • 2 - Benefits will be provided for the duration of the project design, 	7.5



	environmental injustice should be prioritized to receive funding.	<p>installation/construction and commissioning.</p> <ul style="list-style-type: none"> • 1 - Benefits will be provided for less than one year. • 0 - No duration of benefits. 	
Letters of support	External confirmation for level of involvement by other organizations.	<ul style="list-style-type: none"> • 1 - For each letter of support from a community-based organization. • 0.5 - For each letter of support from an appointed or elected official. 	2.5

Hydrogen and Mixed Use Funding Applications – Scoring Rubric

Possible Points	Interpretation	Explanation for Points
0	Not Responsive	Response does not include or fails to address the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable.
1	Minimally Responsive	Response minimally addresses the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable.
2	Somewhat Responsive	Response addresses the requirements being scored, but there are one or more omissions, flaws, or defects or the requirements are addressed in such a limited way that it results in a low degree of confidence in the proposed solution.
3	Good	Response better than adequately addresses the requirements being scored. Any omission(s), flaw(s), or defect(s) are inconsequential and acceptable.
4	Great	Response fully addresses the requirements being scored with a high degree of confidence in the Applicant's Response or proposed solution. No identified omission(s), flaw(s), or defect(s).
5-6	Excellent	All requirements are addressed with the highest degree of confidence in the Applicant's Response or proposed solution.



		The Response exceeds the requirements in providing multiple enhancing features, a creative approach, or an exceptional solution.
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Weight Allocations

Criteria/Qualitative Question	Points	Weight	Weighted Average
1. Submission of all required Step 1 application documents	50	0.1	5
2. Location - infrastructure located within DAC	25	0.05	1.25
3. Location - infrastructure located in a LIC	25	0.05	1.25
4. Maximizing MD/HD Infrastructure Utilization	20	0.21	4.2
5. Community Buy-in and Support	20	0.21	4.2
6. Community Benefits	20	0.21	4.2
7. Hydrogen Refueling Station Design and Performance	46	0.07	3.22
8. Project Readiness	18	0.03	0.54
9. Qualifications of the Applicant/Applicant Team	48	0.07	3.36
Total	272	1	27.22

Sept.



Drayage Public Set-Aside Evaluation

For the EnergIIZE Commercial Vehicles Project's Drayage Public Set-Aside funding lane, Applicants will be evaluated on item 1 below and completeness of the application. Prioritization will be given to Applicants meeting equity criteria.

Criteria

1. Submission of all required application documents required in Step 1.

- **For All EnergIIZE Drayage Public Set-Aside Applicants:**

- EnergIIZE Application Form
- Proof of cost share
- Preliminary site plan
- Proof of Site Ownership, Site Verification Form, or acceptable alternate documentation
- Acknowledge Sample EnergIIZE Terms and Conditions
- Confirmation of Request for Service from the local utility, notice that project site is being assessed for energy load capacity, or that Applicant is coordinating with utility.

- **For CaaS:** Infrastructure which is to be used on the CaaS model and/or installed through a CaaS vendor must include evidence of a letter of agreement with the associated fleet.

- **For Hydrogen and Mixed Use:** Proof of completion of Critical Milestone 1



Appendix H – Privacy Policy

See Appendix I (Privacy Policy) within Standard EnergiIZE Implementation Manual³⁰ for reference.

Appendix I – Hydrogen Project Attestation of Codes and Standards

See Appendix J (Hydrogen Project Attestation of Codes and Standards) within Standard EnergiIZE Implementation Manual³¹ for reference.

Appendix J – Authority Having Jurisdiction (AHJ) Checklist

See Appendix K (Authority Having Jurisdiction Checklist) within Standard EnergiIZE Implementation Manual³² for reference.

³⁰ www.energiize.org/resources (click “Download Now” button, located underneath video).

³¹ www.energiize.org/resources (click “Download Now” button, located underneath video).

³² www.energiize.org/resources (click “Download Now” button, located underneath video).

