



Implementation Manual for Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergiZE)

Effective from: January 20, 2023

This Implementation Manual is a living document and changes will occur over time as the project evolves.



This document was prepared as a result of work funded through the California Energy Commission. It does not necessarily represent the views of the Energy Commission, its employees, or the State of California. The Energy Commission, the State of California, its employees, contractors, and subcontractors make no warranty, express or implied, and assume no legal liability for the information in this document; nor does any party represent that the use of this information will not infringe upon privately owned rights.

Summary of Changes – Q1 2023

- Key Terms.
 - Use address rather than parcel for DAC/LIC designation
 - Noted future changes to terms “Approved Vendor” and “Preferred Vendor”
 - Approved vendors may only apply more than once if they are applying on behalf of fleets. Refined definition of approved vendor
 - Commercial Fleet: Revised definition to make clear that “fleet” can be just one vehicle and therefore, one vehicle is sufficient to apply for EnergIIZE
 - Refined definition of recipient to reduce confusion
 - Included link to map with 2017 DAC designation (also in Section 3.2)
 - Throughout document, where reference to DAC or LIC included a partial definition, replaced with a reference to the definition in Key Terms.
- Organization of Implementation Manual
 - Eligibility requirements for participants (formerly section 4) and infrastructure combined into Section 6 whereas these had previously been in separate sections. Section 6 subsections reorganized to accommodate this.
 - Changed order for subsections in Section 5 to more closely follow order of application
 - Changed order in introduction of Section 8 to more closely follow order of application
 - Updated organization of required documents in Step 1 (Section 8.1) so that all funding lane specific documents are together under a single heading.
 - Moved requirements for CaaS vendors/providers to Section 7.2.2 from Section 5.3
- EV Fast Track Changes (Section 4.1 unless otherwise noted)
 - Added “readiness criteria” to EV Fast Track. Reference new readiness criteria for EV Jump Start in Section 8.1 as well
 - Updated requirements for EV Fast Track to accommodate CaaS if there is an associated fleet. Only one fleet per project site at this time. CaaS is still in a trial phase.
 - EnergIIZE Team will accept vehicle lease agreement (of at least five years) as an acceptable form of vehicle purchase order for EV Fast Track and Charging as a Service (also in Section 6)
 - Section 8.1: Clarified that qualitative questions are not required for EV Fast Track
- Jump Start (criteria and funding lane)
 - Simplified and streamlined language for Public Transit in Jump Start Criteria and Certification Form. Changed to term “Public Transit System” from “Transit Agency” to accommodate public transit that may be within a public department not directly named “transit agency”. Unified language where Appendix G said, “Public Transit” and 4.2 referred to “Transit”.
 - Added qualification for public transit systems where 50% of applicable routes or coverage areas are in a DAC or LIC.
 - Aligned Jump Start criteria requirements across Implementation Manual and specified “Applicant”, “Commercial Fleet”, or “Applicant Team” may meet Jump Start criteria, for consistency where an application in the Public Charging lane would lack a fleet or where the Applicant is an Approved Vendor.
 - Added new ways for schools to qualify for EV Jump Start. Can use 50% of students qualifying for any program intended to serve Economically Disadvantaged students. Change made because school lunches now provided to all, so no longer a good qualification criteria
- Wireless Charging

- Section 6.5: New section describing requirements for wireless/inductive charging
 - Referenced wireless charging throughout Implementation Manual as needed
- Award, notice of award, and conditional awards:
 - Adjusted and clarified language around conditional award, notice of award, award agreement, etc. See section 8 Steps 1, 2, and 3 especially.
 - In section 8.2, stated that grant awards are based on the cost estimate given at the time of application. Any costs incurred as a result of swapping equipment, after award, shall be borne by the applicant.
- New Sections:
 - Appendix K: Authority Having Jurisdiction (AHJ) Permitting Checklist
- Sections Removed:
 - Removed vendor application as an appendix. Vendors applications can be found on the EnergIIZE website
 - Removed CEQA appendix (formerly Appendix F). Instead, provided definition, basic explanation, and link to resources under Key Terms section. While applicants must comply with all aspects of state law, including CEQA, EnergIIZE staff defers to the local AHJ in ensuring compliance.
 - Removed application checklist from Appendices. Moving forward, the application checklist will be uploaded to the IRC before each funding lane.
 - Terms and Conditions are no longer part of the Implementation Manual, but rather a separate document that will be uploaded to the EnergIIZE website. In addition, applicants are now asked to acknowledge having read the T&Cs during Step 1 (application phase). Then, the signed T&Cs are required during Step 2 (conditions of award).
- Technical requirements
 - Section 6.4:
 - More explicitly state that equipment must be on APL in order to be eligible for incentives
 - Simplified and clarified language around networking requirements
 - Clarified that while it is not mandatory to use charging equipment capable of electric vehicle grid integration (VGI), it is eligible for incentives
 - Included reference to DOT guidance on signage and CBC requirements for ADA and public access.
 - Added SAE J3068 to list of eligible EV Charging equipment
 - Section 6.6: Specify standards for hydrogen measuring devices and include reference to section 7.3 for additional details
 - Section 7.2.1: Clarified that one member of the crew on site must be EVITP certified rather than just electrician
 - Section 9.3: Changed requirement from reporting downtime to reporting utilization
 - Section 9.6.2: Clarified language around units of measure required for reporting.
- Application requirements
 - Applicants are now asked to acknowledge having read the T&Cs during Step 1 (application phase). Signed T&Cs are required during Step 2 (conditions of award).
 - Section 4: Changed eligibility language for funding lanes to be more centered around the project rather than the fleet
 - Section 5: Clarified stacking of funds and equipment caps
 - Section 5.3: Removed 7% admin fee. CaaS vendor still must provide same services
 - Appendix D and Section 8.1: Updated for all applicants to fill out the Site verification. Items in lieu of property ownership to be added as attachment.

- Appendix F: Updated the vehicle commitment agreement form to specify that applicants must provide expected date of purchase in: MM/YYYY. Remove cost per vehicle and total vehicle cost from vehicle commitment agreement
- Appendix H: Changed wording of qualitative question #1
- Other:
 - Section 6.3:
 - Simplified and streamlined language for network costs. Removed references to software costs. Deleted details on properties of wireless networks.
 - Revisions to language on soft costs. Clarification provided on how soft costs are reimbursed and what qualifies
 - Section 9.1: Removed description of duties that are duplicates of items in the T&Cs.
 - Section 9.6: Added language informing of future AB 2061 requirements.
 - Appendix B: Removed reference to onsite Hydrogen generation

Table of Contents

Summary of Changes – Q1 2023	2
1 List of Acronyms	7
2 Key Terms	8
3 Introduction and Overview.....	13
3.1 Project Background	13
3.2 Commitment to Diversity and Equity.....	14
4 Definition EnergIIZE Funding Lanes	16
4.1 Funding Lane: EV Fast Track	16
4.2 Funding Lane: EV Jump Start	18
4.3 Funding Lane: Public Charging Station	20
4.4 Funding Lane: Hydrogen Fueling	20
5 Incentive Structure	21
5.1 Application Types.....	21
5.2 Incentive Offerings and Project Caps	22
5.3 Applicants Meeting Jump Start Criteria.....	22
5.4 Milestone Payments.....	23
6 Participation and Infrastructure Cost Eligibility	23
6.1 Eligibility for Participation in EnergIIZE	23
6.2 Requirements for All Infrastructure Equipment	24
6.3 Soft Costs Eligible for EnergIIZE Incentives.....	24
6.4 EV Charging Equipment Cost Eligibility	25
6.5 Requirements for Wireless/Inductive Charging Infrastructure.	30
6.6 Hydrogen Fuel Cell Vehicle Fueling Equipment Cost Eligibility	30
7 Infrastructure Vendor/Installer Eligibility	31
7.1 Requirements for All Vendors/Installers:	32
7.2 Requirements for Vendors/Installers of EV Infrastructure.....	33
7.3 Requirements for Vendors/Installers of Hydrogen Fuel Cell Vehicle Fueling Infrastructure.....	34
8 EnergIIZE Application Process.....	35
8.1 Step 1: Submit Application	36
8.2 Step 2: Provide Supporting Documents	41
8.3 Step 3: Project Site Construction	42
8.4 Step 4: Initiate Construction	43
8.5 Step 5: Commission Project	43

9	Duties and Responsibilities.....	44
9.1	EnergIIZE Awardee Responsibilities.....	44
9.2	Hydrogen Projects: EnergIIZE Approved Applicant Responsibilities.....	45
9.3	EnergIIZE Vendor/Installer Responsibilities.....	45
9.4	EV Projects only: EnergIIZE Vendor/Installer Responsibilities.....	45
9.5	Hydrogen Projects only: EnergIIZE Vendor/Installer Responsibilities	45
9.6	Data Collection Requirements.....	46
	Appendix A – Hydrogen Safety Plan and Station Design Review.....	49
	Appendix B – Hydrogen Fueling Station Critical Milestones	50
	Appendix C – Site Planning, Installing, and Commissioning	53
	Appendix D – EnergIIZE Site Verification Form.....	55
	Appendix E – Sample Preliminary Site Plan for EV Infrastructure.....	56
	Appendix F – Vehicle Commitment Agreement	60
	Appendix G – Jump Start Certification Form.....	61
	Appendix H – Scoring Rubric and Qualitative Questions.....	64
	Appendix I – Privacy Policy	73
	Appendix J – Hydrogen Project Attestation of Codes and Standards	74
	Appendix K – Authority Having Jurisdiction (AHJ) Checklist.....	76

1 List of Acronyms

Acronym	Description
AB	Assembly Bill
ACT	Advanced Clean Truck (rule)
ADA	Americans with Disability Act
ADP	Automated Demand Response
AHJ	Authority Having Jurisdiction
ANSI	American National Standards Institute
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
CaaS	Charging as a Service
CALSTEP	California Secure Transportation Energy Partnership
CARB	California Air Resources Board
CAT	Category
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGA	Compressed Gas Association
CORE	Clean Off Road Equipment Voucher Incentive Project
CSA	Canadian Standards Association
CTEP	California Type Evaluation Program
DCFC	Direct Current Fast Charger
EIR	Environmental Impact Report
EMS	Energy Management System
EnergIIIZE Commercial Vehicles	Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles
EV	Electric Vehicle
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric vehicle supply equipment
EVSP	Electric Vehicle Service Provider
FHWA	Federal Highway Administration
GVWR	Gross Vehicle Weight Rating
HGV	Hydrogen Gas Vehicle
HSP	Hydrogen Safety Plan
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
ICT	Innovative Clean Transit
IEC	International Electrotechnical Commission
IEEE	Institute of Electrical and Electronics Engineers
IETF	Internet Engineering Task Force
IOU	Investor-Owned Utilities
IP	Internet Protocol
ISO	International Organization for Standardization (ISO)

ITU	International Telecommunication Union
LCFS	Low Carbon Fuel Standard
LIC	Low-Income Community
LOI	Letter of Intent
MD/HD	Medium and Heavy Duty
NFPA	National Fire Protection Association
NIST	National Institute of Standards and Technology
NOE	Notice of Exemption
NRTL	Nationally Recognized Testing Laboratory
NTEP	National Type Evaluation Program
OCPP	Open Charge Point Protocol
OEM	Original Equipment Manufacturer
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas & Electric
PLC	Power Line Carrier
PNNL HSP	Pacific Northwest National Laboratory Hydrogen Safety Program
PO	Purchase Order
PUC	Public Utilities Code
RSA	Registered Service Agent
SAE	Society of Automotive Engineers
SCE	Southern California Edison
SDG&E	San Diego Gas & Electric
SGIP	Smart Grid Interoperability Panel
TLS	Transport Layer Security
TCP	Transmission Control Protocol
TIRCP	Transit and Intercity Rail Capital Program
VGI	Vehicle Grid Integration
ZE	Zero Emission
ZEV	Zero Emission Vehicle

2 Key Terms

Applicant

The individual, organization, or company who completes and submits all necessary EnergIZE 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). An Applicant may also be an Approved Vendor. For the Public Charging Funding Lane, an Applicant may also be a Site Owner, authorized lessee, or an authorized representative. See further participant eligibility criteria in section 4.2.

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. An Approved Vendor may apply for multiple applications in the same funding wave provided that they are for distinct addresses and on behalf of distinct fleets as indicated by their unique Tax IDs. For the Public Charging Funding Lane, a Site Owner, authorized lessee, or an authorized representative may apply for multiple applications in the same funding wave provided that they are for distinct addresses. A mixed fuel station applicant may also apply for one EV and one hydrogen project for a single active site.

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 approved vendor, preferred vendor, 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 EV Infrastructure on behalf of a fleet. This business model varies across different vendors, but typically provides 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). In addition, wireless or inductive charging products are eligible for

EnergIIIZE funding. Wireless or inductive 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 EnergIIIZE funding. Please note that an applicant may not receive double incentives for any single piece of equipment. EnergIIIZE staff will validate this through information provided in the application. See [Infrastructure 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

EnergIIIZE 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.

Recipient

The individual, organization, or company to whom incentives shall be dispersed. Unless otherwise noted, the recipient for EnergIIIZE incentives should be the applicant. By default, the applicant is the recipient and primary point of contact for the EnergIIIZE 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 in charge of the completion of an infrastructure project and must therefore clearly indicate the lowered cost of incentive eligible items on invoices. Recipients must provide proper documentation as described below in the application process.

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.

Vendor

The terms Vendor, Approved Vendor, and Preferred Vendor will be updated to Project Partners, Application Partners, and Installation Partners. The roles will remain the same. EnergiIZE aims to clarify the terminology for ease of clarity and improved future communication.

EnergiIZE maintains a list of Approved and Preferred vendors who can assist in the completion of a ZEV infrastructure incentive application and construction project. Approved Vendors are intended to fulfill more of a project management and advisory role. Preferred Vendors fulfill more of a contractor's role and perform the physical construction and installation. It is possible for a vendor to be both an EnergiIZE Approved Vendor and an EnergiIZE Preferred Vendor. Detailed definitions for each type of vendor are provided below:

Approved Vendor

An individual, organization, or company who may apply on behalf of a commercial fleet or public charging/refueling site and manage the EnergiIZE application process for said client. Approved Vendors must be vetted by EnergiIZE staff and complete the Approved Vendor/Installer application which can be found on the EnergiIZE website (www.energiize.org). Vetted Approved Vendors are not automatically Preferred Vendors as well. Approved Vendors are not necessarily required to carry a valid Contractors State License Board (CSLB) number, for example, and consultants or project managers could be Approved Vendors. Approved vendors may apply more than once provided the client and site they are applying on behalf of otherwise meets the Eligibility Requirements listed in [Section 6 Participation and Infrastructure Cost Eligibility](#) and Funding Lane definitions in [Section 4 Definition EnergiIZE Funding Lanes](#).

Preferred Vendor

An individual, organization, or company who installs, commissions, or otherwise aids in the completion of a ZEV infrastructure site. Preferred Vendors may NOT apply on behalf of the commercial fleet or public charging / refueling site. Preferred Vendors must be vetted by EnergiIZE staff and complete the Preferred Vendor/Installer application (Vendor application can be found on the "Vendor" tab of the EnergiIZE website: www.energiize.org). Preferred Vendors

are required to carry a valid Contractors State License Board (CSLB) number.

3 Introduction and Overview

3.1 Project Background

In April 2021, the California Energy Commission (CEC) announced that \$50 million in Clean Transportation Program funding would be awarded to CALSTART for the deployment of a zero-emission (ZE) medium- and heavy-duty (MD/HD) electric and hydrogen infrastructure incentive project. Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) was created to address the needs of MD/HD zero-emission vehicles (ZEVs) in California through financial incentives towards the purchase of infrastructure equipment, network and software costs. EnergIIZE maintains an equitable approach towards all Applicants and their needs and will contribute to improved community health by reducing air pollution and harmful diesel emissions, while helping commercial fleets and industry partners meet State climate goals. EnergIIZE is implemented through support provided by a CEC block grant awarded to CALSTART via a competitive grant solicitation process. While CALSTART is the implementor of this project, EnergIIZE staff also includes Tetra Tech, Inc. to aid with the application process and incentive processing, and has included GRID Alternatives to provide advisory support for the equity focused project design¹.

There are several key pieces of policy which provide the overall framework and funding to support EnergIIZE. In September 2020, Governor Newsom signed Executive Order N-79-20² mandating the transition of all MD/HD vehicles in California to zero-emission (ZE) by 2045, and 2035 where possible for drayage trucks. Additionally, the Advanced Clean Truck (ACT)³ and the Innovative Clean Transit (ICT)⁴ rules institute phased implementation timelines for the adoption of ZE trucks and public transit, respectively. Both rules were adopted by the California Air Resources Board (CARB), which mandated a complete transition to zero-emission transit buses by 2040 and an increase to at least 40 percent ZEV sales by 2035 for various truck classes.

These state guidelines emphasize the growing market for MD/HD ZEVs and the necessity of

¹ From 2021 through October 2022

² For more information, please see <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

³ For more information, please see <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2019/act2019/fro2.pdf>

⁴ For more information, please see https://ww2.arb.ca.gov/sites/default/files/2019-10/ictfro-Clean-Final_0.pdf



further incentives to support this transition.

Assembly Bill (AB) 118 (AB 118, Statutes of 2007, Chapter 750) created the Clean Transportation Program, formerly known as the Alternative and Renewable Fuels and Vehicle Technology Program. Administered by the CEC, this program uses funds from vehicle and vessel registration, vehicle identification plates, and smog abatement fees to develop and implement technologies to transform California's transportation landscape.

This Implementation Manual, in conjunction with the eligibility requirements and the corresponding incentive structure, identifies the minimum requirements for implementing the project. At the discretion of CEC, funding will be allocated via four (4) distinct lanes. Each lane is tailored to aid in an equitable application and funding process across the state.

The Implementation Manual may be periodically updated to clarify program requirements and improve effectiveness. The Implementation Manual and any updates will be posted on the EnergiIZE website at www.energiize.org. Project participants are responsible for checking the EnergiIZE website on an ongoing basis for the latest updates.

The CEC has sole discretion to determine eligibility for EnergiIZE funding. Definitions of key program parameters are located in the sections that follow.

3.2 Commitment to Diversity and Equity

EnergiIZE staff and the CEC are committed to inclusion, diversity, equity, and access, ensuring that all Californians have an opportunity to participate in and benefit from programs and services. EnergiIZE staff recognize project location is but one metric for evaluating the equity implications of specific projects and conduct outreach, host workshops, and incorporate public feedback into funding opportunities.

The Fiscal Year 2021-2022 Clean Transportation Program Investment Plan states that "the CEC will seek to provide at least 50 percent of Clean Transportation Program funds from this investment plan toward projects that benefit low-income communities (LIC) and disadvantaged communities (DACs) (see [Key Terms](#)). The CEC will seek to quantify these benefits in ways that go beyond measuring funding amounts within a given location and will continue to investigate new metrics to ensure these investments enhance equity within the state. Project design of

EnergIIZE embraces this approach and implements it through eligibility requirements, the way incentives are structured, and its provision of technical assistance opportunities, as well as its maintenance of a streamlined participation process. To that end, EnergIIZE aims to provide at least 60 percent of project funds to infrastructure located in disadvantaged and low-income communities.

The Office of Environmental Health Hazard Assessment (OEHHA) is the state entity responsible for the development of the California Communities Environmental Health Screening tool: [CalEnviroScreen 4.0 \(CES 4.0\)](#). [CES 4.0](#) consists of a spatial dataset which helps identify California communities most affected by certain sources of pollution. The dataset has been produced using publicly available and official environmental, health, and socioeconomic information to score every Census tract in the state, using methods which are also publicly documented, reproducible, and which reflect best practices. The scores are then mapped in this Tool as well as other state tools so that communities can be more easily identified and compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. The highest 75-100th percentile, top 25 percent (25 percent) of CES 4.0 represent “disadvantaged communities” as defined by SB 535. [CES 4.0](#) was last updated in October 2021. Since then, other web applications use the data to display this information alongside other state designations.

As of May 3, 2022, CalEPA expanded the Designation of Disadvantaged Communities⁸ to include:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0.
- 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 4.0.⁵
- Lands under the control of federally recognized Tribes.

In addition, much state guidance also uses the terms “Priority Communities” or “Priority Populations” to refer to DACs and other LICs. This Implementation Manual refers to DACs and

⁵ See <https://webmaps.arb.ca.gov/PriorityPopulations3/> for 2017 DAC designation

LICs to: (1) identify equity communities; (2) identify minimum investment thresholds; (3) assist Applicants in applying; and (4) enable the CEC and CALSTART to understand projects, applications, and benefits. Further details are provided in later sections under each funding lane.

4 Definition EnergIIZE Funding Lanes

This section describes the four (4) standard EnergIIZE funding lanes and the types of projects incentivized within each. The purpose of establishing four funding lanes is to address the diverse array of potential Applicants, by giving each lane differing qualification criteria and incentive structures. Stakeholders across the ZEV industry may approach infrastructure planning from a variety of perspectives requiring various levels of technical assistance to complete their infrastructure project. Some Applicants may be commercial fleets with vehicle deliveries fast approaching, while others may just be starting their planning for ZEV infrastructure deployment.

The four (4) Funding Lanes, detailed further below, are EV Fast Track, Hydrogen, EV Jump Start, and Public Charging. Regardless of funding lane, projects must be for MD/HD ZEV infrastructure only.

4.1 Funding Lane: EV Fast Track

EV Fast Track is intended for EV charging infrastructure projects with an associated commercial fleet or vehicle operator with existing or purchased/leased MD/HD ZEV vehicles. Participants are asked to show that they have a well-defined plan along with elements of project groundwork already in process. Permitting readiness, charger quotes and lead times, along with site viability (site verification form) will all assist in funneling participants into “tiers of readiness.”

Please note, for the EV Fast Track Funding Lane being launched in Q1 of 2023, EnergIIZE staff are accepting Charging as a Service (CaaS) applications. While applications utilizing the CaaS business model are accepted, there needs to be an associated fleet or vehicle operator meeting the requirements below in order to be eligible.

*If **any** of the following applies to the associated commercial fleet or associated vehicle operators utilizing the project site infrastructure, the project is eligible for participation during this funding lane:*

- a. Can provide proof of ownership of MD/HD ZEV(s) registered in the state of California.
- b. Can provide proof of purchase order for MD/HD ZEV(s) to be registered in the state of California.
- c. Can show proof of purchase order (PO) for a vehicle(s) to be registered in the State of California, funded or otherwise incentivized through state/federal projects. Funding and incentive sources may include but are not limited to: Clean Off-Road Equipment Voucher Incentive Project (CORE), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), VW, Carl Moyer, AB 617⁶, Transit and Intercity Rail Capital Program (TIRCP), California Secure Transportation Energy Partnership (CALSTEP) CMO, and DERA.
- d. EnergIIZE Team will accept vehicle lease agreement (of at least five years) as an acceptable form of vehicle purchase order for EV Fast Track and Charging as a Service.
- e. MD/HD off-road equipment does not require vehicle registration, but must reside and operate 75 percent of its time in the state of CA.
- f. For fleets associated with a CaaS application, that fleet may also provide a signed self-attestation affirming that they meet one of the above requirements, including class of vehicles purchased, leased, or owned.

For EV Fast Track, projects must be well defined and near shovel ready. Projects will be awarded with a layer of readiness metrics built into the application process. Project readiness shall be determined by the Applicant's ability to provide the documents outlined in the table below.

Table 2: EV Fast Track Readiness Tiers

Priority	Readiness Tier	Documents Provided at Time of Application
Awarded First	Tier 1	Site Verification Form + Final Site Design + Issued Building Permit + Formal Charger Equipment Quote (with supplier estimated lead time)

⁶ For more information, please see https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB617

Awarded Second	Tier 2	Site Verification Form + Final Site Design + Submitted Building Permit Application + Formal Charger Equipment Quote (with supplier estimated lead time) + Authority Having Jurisdiction (AHJ) Permitting Checklist (see Appendix K – Authority Having Jurisdiction (AHJ) Checklist)
Awarded Third	Tier 3	Site Verification Form + Preliminary Site Plans + Formal Charger Equipment Quote (with supplier estimated lead time)

7

The scoring and ranking of applications will follow these procedures:

1. Projects will be sorted into tiers (1, 2, and 3)
2. Within each tier, projects are sorted by timestamp.
3. Awards issued by tier and then timestamp, based on available funding.
 - a. First, tier 1 projects will be awarded in order of application submittal. Should there be sufficient funds then;
 - b. Tier 2 projects will be awarded in order of application submittal. Should there be sufficient funds then;
 - c. Tier 3 projects will be awarded in order of application submittal.
 - d. Any ties will be handled according to EnerGIZE standard procedures listed in [Appendix H – Scoring Rubric and Qualitative Questions](#).

4.2 Funding Lane: EV Jump Start

*If **any** of the following apply to the commercial fleet or vehicle operator, they are eligible for participation during this funding lane (See [Appendix G – Jump Start Certification Form](#) for details and accepted documentation) :*

- a. Small business as recognized by the California State Legislative Code, Section

⁷ AB 1236, codified in California Government Code Section 65850.7, requires all California cities and counties to develop an expedited, streamlined permitting process for electric vehicle charging stations, and to limit EVCS project review to health and safety requirements. AB 970 adds specific binding timelines to that review period. The law was developed to further the availability of charging infrastructure to help drive the deployment of zero emission vehicles. Project applicants should communicate with local permitting jurisdictions to ensure application compliance with building, electrical, accessibility, and any health and safety requirements. For more information, and to look up measures a specific jurisdiction has taken to comply with these laws, visit the Governor's Office of Business and Economic Development resource hub on readiness and permit streamlining: <https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/>

14837(d).⁸

- b. Certified Minority Business Enterprise as defined by California Public Contract Code, Article 12⁹, Woman-Owned Small Business, Veteran-Owned Small Business, or LGBT-Owned Small Business.
- c. Public Transit System serving a designated Disadvantaged Community (DAC) or Low-Income Community (LIC) (see [Key Terms](#)) and meeting one of the following requirements:
 - The address of the infrastructure to be built using EnergIIZE funds is located within a DAC or LIC census tract; OR
 - At least 50 percent of applicable routes or coverage areas are within DACs and/or LICs.
- d. School District whose infrastructure would be located in a designated Disadvantaged Community or Low-Income Community, and/or a School District serving greater than 50 percent Free and Reduced-Price Meals students or in another program for Economically Disadvantaged students.
- e. California Federally Recognized Tribes and California Tribal Organizations (as defined by Health and Safety Code Section 44270.3(a)(4)),¹⁰ or Non-Government Organization Serving Tribal entities.¹¹
- f. Commercial fleet is a 501 non-profit organization that qualifies for tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501 and are also tax-exempt under California state law, consistent with the following requirements:
 - The non-profit organization must have been incorporated for at least one year prior to the time of application submittal,
 - The non-profit organization must at all times be registered and in active/good standing with the California Secretary of State (Certain non-profits that are tribally

⁸ https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=14837.&lawCode=GOV#

⁹ For more information, please see

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PCC&division=2.&title=&part=2.&chapter=2.&article=12.

¹⁰ For more information, please see

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC§ionNum=44270.3

¹¹ Such Tribal Organizations are defined as defined as “a corporation, association, or group controlled, sanctioned, or chartered by a California federally recognized tribe that is subject to its laws or the laws of the United States relating to Native American affairs.”

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB155

chartered corporations under tribally enacted laws may be exempt from registration with the California Secretary of State),

- The organization must be based in California or have at least one full-time staff person based in California.
- g. Commercial fleet recharging infrastructure is in a designated Disadvantaged Community (see [Key Terms](#)).
- h. Commercial fleet recharging infrastructure is in a Low-income Community (see [Key Terms](#)).

4.3 Funding Lane: Public Charging Station

If either of the following apply to the project, they are eligible for participation during this funding lane

- a. Applicant is an EV public or shared charging station developer, site owner, authorized lessee, or an authorized representative of a site where MD/HD EV Infrastructure will be installed and open to the public. Applicant must show documentation proving adequate utilization and throughput for the proposed public charging station.
- b. Applicant Team includes a CaaS vendor of EV infrastructure for a project intended to be open to the public.

The following specific technical requirements also apply to this funding lane:

- c. EnergIZE provides incentives for inductive, Level 2 and DCFC chargers. To meet incentive requisites, the chargers specified for the project scope must be capable of meeting fleet duty cycle requirements while remaining within utility capacity as identified by the one line and utility load calculations.
- d. The minimum power rating for an EVSE or inductive charging system shall not be less than 7.0 kilowatts (kW).

4.4 Funding Lane: Hydrogen Fueling

If the following criteria apply to the commercial fleet, they are eligible for participation during this funding lane:

- a. Must be for hydrogen fuel cell (FCEV) MD/HD infrastructure projects only.

5 Incentive Structure

The following table describes the incentive structure for EnergIIIZE across all four funding lanes including eligible costs, project caps, and type of application.

Table 1: Incentive Structure

	EV Fast Track	EV Jump Start	Public Charging Station	Hydrogen Fueling
Type of Application	First Come, First Served	Competitive	Competitive	Competitive
Maximum Incentive Offering	50 percent of Hardware, Extended Warranty Network, and Software Costs Incurred*	75 percent of Hardware, Extended Warranty Software, Network and Soft Costs**	50 percent of Hardware, Extended Warranty Network and Software Costs Incurred*	50 percent of Hardware, Extended Warranty Network and Software Costs Incurred*
Maximum Project Cap	\$500,000*	\$750,000	\$500,000*	\$3,000,000*

**See Section 5.4 for more information on Applicants/Applicant Teams meeting Jump Start Criteria.*

***See Section 6.1 for more information on Soft Costs eligible for incentives.*

Note that incentives will cover no more than 100% of per item costs and that caps apply to total eligible project cost. While incentives can be used to cover 100% of the cost of an item, projects must not exceed the total project equipment costs outlined above. Please see list of Eligible costs in Section 6, [Infrastructure Cost Eligibility](#).

5.1 Application Types

EnergIIIZE uses two types of application processes to determine which projects are awarded funding: a competitive application process, and a first come, first served process. All Applicants applying during the EV Fast-Track period shall be awarded on a first come, first served basis. Applicants applying during any of the remaining three lanes (EV Jump Start, Public Charging Station, or Hydrogen Fueling) shall be considered on a competitive basis. Please note that at this time, the CaaS business model is only permitted in the quarter one funding lane 2023 for EV Fast Track as a trial but may be expanded in the future.

5.2 Incentive Offerings and Project Caps

EnergIIZE provides incentives for equipment, extended equipment warranty, network, and charge management software (see Section 6: Infrastructure Cost Eligibility). Incentives received through EnergIIZE when stacked with any other funding sources, may not exceed the 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 accredited to 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 described in Table 1. Please note that EnergIIZE incentives must be fully redeemed before additional applications are submitted. They cannot be stacked with other CEC grants, see Section [6.1 Eligibility for Participation in EnergIIZE](#) for more details.

5.3 Applicants Meeting Jump Start Criteria

While EnergIIZE established the Jump Start funding lane criteria were developed with equity as its primary focus. The funding lane EV Jump Start is dedicated solely commercial fleets which meet these criteria, however there may be instances where Applicant Teams from another lane also meet similar criteria. If an Applicant participates during a funding lane other than EV Jump Start but that Applicant Team meets one or more of the criteria mentioned in the Jump Start Criteria, that project may be eligible for the incentive structure outlined under Jump Start. This includes hydrogen projects.

For instance, a transit district may have participated in state incentive vehicle programs and can produce a PO or proof of vehicle ownership, making them eligible for participation in the EV Fast Track funding lane. If they are awarded funds during this funding lane, they would be eligible for EnergIIZE incentives covering 75 percent of equipment and one-time software costs (instead of 50 percent) and the increased project cap of \$750,000 (instead of \$500,000.)

Applicants for the Hydrogen Fueling Lane who meet one or more of the Jump Start criteria shall also be eligible to receive incentives covering 75 percent of equipment, but with a \$4,000,000 (\$4 million) 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 EV Jump Start 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 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 Participation and Infrastructure Cost Eligibility

This section describes the eligibility criteria for participation in EnergIIZE and the types of ZEV infrastructure costs eligible for incentive funding. Unless otherwise stipulated in this implementation manual, EnergIIZE does not currently provide incentives towards costs outside of those outlined in the following section. This includes any sales tax associated with eligible costs.

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 vehicles.

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 above.

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

6.2 Requirements for All Infrastructure Equipment

Regardless of whether equipment is used to fuel FCEVs or charge BEVs, 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.
- 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 for the length of the EnergIIIZE agreement, five years. This may be an extended warranty or an existing product warranty depending on the service provider. Costs incurred for such contracts are eligible for EnergIIIZE incentives.
- d. Must be compliant with NIST Handbook 130¹² and NIST handbook 44¹³, where applicable.

6.3 Soft Costs Eligible for EnergIIIZE Incentives

NOTE ON APPLICANTS ELIGIBLE FOR INCENTIVES TOWARDS SOFT COSTS: *Only applicants in the EV Jump Start funding lane are eligible for incentives towards soft costs. All other Applicants are not eligible for incentives towards soft costs.*

Costs associated with constructing an infrastructure site that do not go directly towards the purchase of equipment are considered soft costs. The soft costs eligible for incentives through EnergIIIZE are limited to the following categories.:

¹² For more information, please see <https://nvlpubs.nist.gov/nistpubs/hb/2018/NIST.HB.130-2018.pdf>

¹³ For more information, please see https://www.nist.gov/system/files/documents/2021/05/05/00-20-hb44-web-final_0.pdf

- Labor costs related to construction paid at prevailing wage.
- Architectural, design or legal fees for infrastructure planning.

Actual costs incurred towards either of the above categories are eligible for incentives and may not exceed the following caps:

- \$2,500 per Level 2 plug
- \$5,000 per DCFC plug or inductive charging system.

Eligible soft costs will be paid on a cost reimbursement basis for costs deemed necessary and reasonable and supported by invoices and relevant supporting documentation. Labor rates must be in compliance with applicable regulation, including but not limited to Prevailing Wage. The project caps for EV Jump Start remain the same. Permitting fees are not eligible soft costs.

Supporting documentation requirements:

- Recipient's Personnel Costs: Each staff position billed will be in accordance with the staff positions listed in the project budget with each employee charged to the project listed individually to include, the name, title, number of hours worked, and hourly rate. Labor hours billed will be supported by time records and documentation must be submitted to verify hourly labor rates.
- All other direct costs, to include subcontractor and capital costs, shall be itemized on the invoice and supported by relevant documentation such as a vendor invoice, receipt or other pertinent third-party provided documentation verifying amounts billed.

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 medium- and heavy-duty 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.

Size and type of charger selected for a site shall take into consideration the duty cycle of the fleet vehicles, the vehicle on-board charger (if available), and the EV charge acceptance ratings. The applicant shall coordinate with the utility and an electrical professional to define a business case for a particular charger. For example, EV commercial fleets with an overnight charging system planned for a fleet would not require each vehicle to utilize a 350 kW DCFC charger. Project efficiency should be taken into consideration when creating equipment manifest lists.

Public charging sites should take into consideration the expected throughput and demand 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, 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.
- Switchgear, meter mains, and circuit breaker panels

- Utility service upgrades, Stub-outs for future EVSE, or inductive charging systems need to match the business case, utility capacity, and fleet coordination.

6.4.1 In addition, EV charging equipment must meet the following criteria:

- 6.4.1.1** 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>.
- 6.4.1.2** 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. These connectors and inlets shall be 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. 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.
 - Selecting the appropriate communication protocol used by the vehicle.

6.4.2 Must be networked to the following specifications:

- 6.4.2.1** 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 July 1, 2023, CEC will require either Core/Subset Certification or Security Certificate OCPP 1.6

compliance¹⁴. 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.

6.4.2.2 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).
- IEEE 802.11n for high bandwidth wireless networking.

6.4.2.3 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.

6.4.2.4 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).

¹⁴ <https://www.openchargealliance.org/certification/ocpp-16-certification/>

6.4.3 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)¹⁵, 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.

6.4.4 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 6.4.2.

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

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

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

6.4.6.2 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>

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

6.4.7 Interconnection Requirements for Onboard, Utility-Interactive Inverter Systems

¹⁵ 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

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.

6.5 Requirements for Wireless/Inductive Charging Infrastructure.

EV Wireless charging is a developing technology that assists in minimizing some of the cable management challenges presented in the MHD 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. Wireless 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.

6.6 Hydrogen Fuel Cell Vehicle Fueling Equipment Cost Eligibility

Hydrogen fueling 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 meters and transformers, high pressure storage, chilling equipment, and onsite hydrogen production to support current and future deployment of medium- and heavy-duty 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.

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 (non-IOU service area)
- 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
- Electrolyzes
- Chillers

6.6.1 Hydrogen measuring devices shall be compliant with Title 04, California Code of Regulations § 4002.9. Hydrogen Gas-Measuring Devices (3.39). See section 7.1.1 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 Vendor Network to help them submit applications and to install infrastructure. An applicant need not select an approved or preferred vendor to submit their application or perform installation work on site; the EnergIIZE vendor network is intended to be a helpful resource but is not required. Vendors under EnergIIZE fall under two categories:

Approved Vendor: May apply on behalf of a commercial fleet and manage the EnergIIZE application process for them. Approved Vendors must be vetted by EnergIIZE staff and

complete the Approved Vendor/Installer application¹⁶. Approved Vendors can fill a project management and advisory role for applicants throughout the application process.

Preferred Vendor: May install, commission, or otherwise aid in the completion of a ZEV infrastructure site. However, Preferred Vendors may NOT apply on behalf of the commercial fleet for whom they are providing infrastructure installation services.

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,

¹⁶ See <https://energiize.org/vendor> for information on vendors, vendor requirements, and how to become a vendor.

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 740.20¹⁷ 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)¹⁸ 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 Program¹⁹ (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).

¹⁷ For more information, please see

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

¹⁸ For more information, please see <https://evitp.org/training/>

¹⁹ For more information, please see <https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about>

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 agreement described in the application form (five years at a minimum). CaaS vendor should be prepared to provide applicants with a turnkey operation with ready to operate, fully functional EVSE that allows the fleet vehicles 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).

Installer / Vendor 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 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 EnergIZE Application Process

This section describes the application process for each of the four funding lanes. This application process and the documents required at each step are necessary regardless of whether the Applicant is applying as part of a competitive process, or first come, first served. Application materials pertaining only to one funding lane, such as hydrogen fueling, 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 website²⁰. 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.

Upon submission of an EnergIIZE application, the submission's timestamp will secure an Applicant's place in line (for first come, first served applications). Applicants can return to their project proposals at any time to ask questions.

8.1 [Step 1: Submit Application](#)

The following section outlines requirements for initial EnergIIZE funding consideration. Funding lane 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 has begun accepting applications through the online portal, the Incentive Processing Center. Please follow instructions on the application instruction sheets for details on how to upload materials. A sample of application questions is available separately.

Mixed use (hydrogen and EV) sites must meet project lane requirements and H2 site requirements.

Note that site changes are not 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

²⁰ <https://energiize.org/>

application window.

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

8.1.1 EnergIIZE Application – Applicants are required to supply basic project information, a series of quantitative and qualitative questions (which can be found in the scoring rubric of this document), 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 MSRP. Information about any applicable cost share is required in the application. More information can be found within the application packet.

8.1.2 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.

On a case-by-case basis, a written Letter of Intent (LOI) certifying that the installation work is authorized by the property owner and the applicant may satisfy this Step 1 requirement in lieu of the Property Owner signature on the Site Verification Form if the LOI is signed by the landlord. 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.

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.

8.1.3 Preliminary site plans (for all lanes except EV Jump Start) – An example of preliminary site plans can be found in [Appendix E – Sample Preliminary Site Plan for EV Infrastructure](#).

8.1.4 EnergIIZE Terms and Conditions – (See [the EnergIIZE website \(www.energiize.org\)](http://www.energiize.org) for [Terms and Conditions](#)) In Step 1, it is the participant's responsibility to read and understand the EnergIIZE Terms and Conditions. A signed copy of the Terms and Conditions is required in Step 2, if the Applicant is awarded.

8.1.5 Confirmation of Request for Service from the local utility, or notice that project site utility coordination is being assessed for energy load capacity. 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 EnergIIZE. However, foregoing participation does preclude a project from receiving any **incentives towards make-ready through EnergIIZE.**

8.1.6 Funding Lane-Specific Supporting Documents.

- a. EV Jump Start Applicants and those meeting equity eligibility criteria for additional incentive funding: Jump Start Certification Form. Documentation proving your status as one or more of those entities described under the EV Jump Start funding lane ([Appendix G – Jump Start Certification Form](#))
- b. For EV Fast Track Applicants only: Provide readiness documentation as outlined in Table 2 in Section 4.2: [EnergIIZE Funding Lanes](#)

- c. EV Jump Start Applicants only: **Signed Vehicle Commitment agreement** ([Appendix F – Vehicle Commitment Agreement](#)).
- d. EV Fast Track and CaaS Applicants only: **Proof of ownership or purchase orders for MD/HD ZEV(s)**. Unique purchase order or proof of ownership is required for each application. CaaS vendors who apply on behalf of a fleet must provide a PO from the fleet for which they are applying.
- e. Hydrogen Lane Applicants only: **Proof of completion of Critical Milestone 1** (see [Appendix B – Hydrogen Fueling Station Critical Milestones](#)).

In the event an Applicant provides an application that is incomplete (e.g., missing signature, required documents not attached), EnergIIZE staff will contact the Applicant and inform them of the issue. In the event an application remains incomplete or the Applicant is non-responsive after a 48-hour grace period (2 business days), the application may be considered disqualified and not considered for future contingency lists.

Once an application period closes, EnergIIZE staff will review all applications (see [Appendix H – Scoring Rubric and Qualitative Questions](#)). In the case of EV Jump Start, EV Public Charging, and Hydrogen funding lanes, applications will also 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. EnergIIIZE 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 EnergIIIZE team will hold completed applications in a contingency list. Should funds become available, the highest ranked applicants from the contingency list will be eligible to receive incentive funding. Applicants who have not successfully completed all application requirements will not be saved on the contingency list and will be considered disqualified.

Conditional Awards

Once applications have been scored (or sorted by tier and timestamp in the case of EV Fast Track), applicants will be selected for conditional award based on score (or sort order for EV Fast Track) and availability of funding. Applicants selected for conditional award will receive a conditional award letter and will be moved to Step 2 upon execution of award agreement and Terms and Conditions. The execution of this agreement can be seen as confirmation of reserved funding for an Applicant's infrastructure project.

The award is conditional upon submission of Step 2 and 3 documents; after that point an awardee is eligible for expense reimbursement. The date of this conditional award agreement serves as the beginning of the project with EnergIIIZE and the recipient. No costs incurred before the effective date of the conditional award 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 awardees own risk. Once an awardee has signed an award agreement and satisfied the conditions of award through Step 3, that awardee becomes eligible to submit for Milestone Payment reimbursement.

If the above requirements have been met, then funds shall be reserved across all Applicant categories consistent with incentive structure outlined in this implementation

manual.

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. Applicants in the EV Jump Start funding lane who receive a notice of conditional award will have 90 calendar days to provide the same information. At any stage in the application process after Step 2, 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 Addendums to this Implementation Manual).

Note that no equipment changes are allowed after this stage. 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 award agreement effective date, shall be borne by the applicant.

- a. Confirmation from the local utility that the project site is adequately prepared to receive the necessary energy for the planned infrastructure installation.
- b. **Site Plans**
 - **Preliminary site plans** (for EV Jump Start applicants). An example of preliminary site plans can be found in [Appendix E – Sample Preliminary Site Plan for EV Infrastructure](#). If site plans for EV Jump Start Applicants have already been provided as part of an earlier application requirement, site plans need not be submitted at this stage.
 - **Final Site Plans** (for Fast Track, Hydrogen, and Public Charging lanes). 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.
- c. **Proof of license, insurance, and EVITP 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.
- d. **Copy of Purchase Order** for EVSE's or hydrogen equipment.

- e. **Milestone Payment Schedule and Request Form** to illustrate payment needs and also to serve as the reimbursement request form for eligible expenses.

Hydrogen projects only:

- a. Copy of the hydrogen safety plan ([Appendix A – Hydrogen Safety Plan and Station Design Review](#))
- b. Executed copy of the Hydrogen Project Attestation of Codes and Standards ([J – 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.d for full details)

8.3 Step 3: Project Site Construction

Once the project receives a building permit, the Applicant must submit the following:

- a. **Copy of the building permit.**
- b. **Project plan and scope of work** including construction timeline.
- c. **Ensure compliance with CEQA** and other applicable federal, local, and California State laws. See [Key Terms](#) for additional resources.
- d. For Hydrogen projects only: **Proof of completion of Critical Milestone 3** (see [Appendix B – Hydrogen Fueling Station Critical Milestones](#)).
- e. **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.

At this stage, projects may be eligible for milestone payment(s) for costs incurred. Milestone payments shall not equal more than 50 percent of the Applicant's notice of conditional award. Note that costs incurred before the award agreement effective date are not eligible for reimbursement.

8.4 Step 4: Initiate Construction

Once a project has secured all the necessary permits, the planning department requirements have been satisfied, and construction may begin. During Step 4 the Applicant must submit the following:

- a. **Copy of the signed inspections sheet and closed building permit.**
- b. For Hydrogen projects only: **Proof of completion of Critical Milestone 4** (see [Appendix B – Hydrogen Fueling Station Critical Milestones](#)).
- c. **Copy of paid invoices** showing eligible costs incurred (if requesting milestone payment).
- d. **Milestone Payment Schedule and Request Form** – Milestone payment schedule and request form will be required for eligible cost reimbursements .

8.5 Step 5: 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:

- a. **Copy of third-party network provider communications contract** with 4G cell phone activation and IP registration completed is required only for EV charging.
- b. **Verification that chargers / refueling dispensers are in working order.**
- c. **Photo of serial number for all serialized equipment installed** on the project site. Serial number must match that on project invoices.
- d. **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-/subchapter-C/part-309>
 - Federal Highway Regulations for signage of zero emission vehicles: <https://mutcd.fhwa.dot.gov/resources/policy/rsevcpfmemo/>
- e. **Milestone Payment Schedule and Request Form and Copies of final paid invoices** indicating no outstanding expenditures.

At this stage, the project will be fully operational. Upon completion of the steps above, an Applicant's project is deemed complete.

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 award agreement effective date to final commissioning) exceeds 24 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. ²¹

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.

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

²¹ See <https://energiize.org/vendor> for information on vendors, vendor requirements, and how to become a vendor.

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

The applicant shall have on staff a subject matter expert (SME) or consultant for the creation of the safety plan that has at least 3 years of experience in writing a Hydrogen Safety Plans. The SME or consultant shall also have completed a minimum of 2 previous hydrogen projects of similar design and capabilities as this project.

The Applicant shall include the following in the Hydrogen Safety Plan:

1. A detailed description about how the Applicant will adhere to the most recent public guidelines throughout the life of all the stations. Should the Applicant's adherence with the public guidelines or its Hydrogen Safety Plan(s) lapse, without limitation to any other rights, EnergIIZE staff reserves the right to cancel the Applicant's agreement funded by this incentive project.
2. A detailed description about how the Applicant will conform to the NFPA 2, Hydrogen Technologies Code 2020 edition. Should a locale accept NFPA 2, Hydrogen Technologies Code 2016 instead, the Applicant shall so state and shall conform to the 2016 edition until which time the AHJ requires compliance with the 2020 edition. Should the Applicant's compliance lapse, EnergIIZE staff reserves the right to cancel the Applicant's agreement funded by this incentive project.
3. A detailed description about how the Applicant will provide ongoing safety training for the station's initial operation and safety retraining for all station operators over the life of each station. Should the training lapse, without limitation to any other rights, EnergIIZE staff reserves the right to cancel the Applicant's agreement funded by this incentive project.

The SME or consultant shall commit to annual safety evaluations for three consecutive years following the site commissioning.

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.

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 an 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. Therefore, Recipients must plan to pay a fee to the State of California or a third party for station testing.

Appendix C – Site Planning, Installing, and Commissioning

The planning process for deploying ZEV infrastructure involves collaboration across several stakeholders including utilities, general contractors, and state government staff. When engaging with these stakeholders, it is important to understand the various stages your project may go through before any construction is performed.

Project Management may include:

1. Electric vehicle supply equipment specifications review
2. Preparation and approval of site plans
3. Preparation of construction drawings and documents
4. Permit application
5. Project schedule review and approval
6. Installation contractor's approval
7. Maintenance & Inspection Plan review and approval
8. Electric vehicle supply equipment testing and approval
9. Payment system set-up and field testing
10. Signage Plan review and approval
11. Installation & Commissioning

Installation may include:

1. Obtaining city permit
2. Hiring installation subcontractors
3. Site preparation including concrete cutting and trenching
4. Running the electrical and communication conduit
5. Concrete pouring
6. Forming and pouring of reinforced concrete foundations for the sites
7. Pre-installation inspection of cement
8. Electric service upgrades including circuit breakers panels, and safety disconnect and transformers
9. Negotiation with Utility over power provision
10. Installation of ZEV infrastructure equipment (e.g., EVSE, hydrogen compressor, etc.)
11. Signage, placards, labels, markings, and striping as required by AHJs

12. Lighting per local codes
13. Final inspection and approval
14. Network commissioning
15. Final testing with a zero-emission vehicle

Final commissioning may include:

1. Check and validate radio frequency identification cards
2. Check the internet communication between a charging station and the central server
3. Turn on, charge/refuel, and test an EV or hydrogen fuel cell vehicle
4. Check the app (where applicable). Validate the sign-up and login as a new customer
5. Validate all the EVSEs and DCFCs are functioning per the OEMs specifications.
6. Test the remote system control and monitoring system
7. Test the charging/refueling session and display of state of charge on a test EV or display of hydrogen fuel level on a test fuel cell vehicle.

Appendix D – EnergIIZE Site Verification Form

Site Verification Form

This form establishes that the installation work is authorized by the owner of the real property (Property Owner). The purpose of this form is to establish that the program applicant or participant is able and authorized to make alterations and/or improvements to necessary for infrastructure to be constructed and commissioned. Please contact us if you are unable to obtain the proper signature(s) for this Site Verification Form, for any reason.

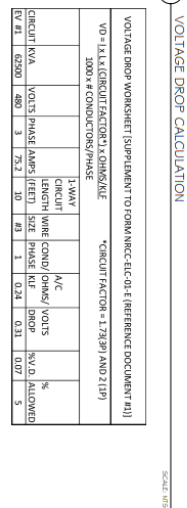
Please note: This form is required by all Applicants. Where Applicants are the Property Owners, they must attach proof ownership in attachment to this form. Applicants who are not the Property Owners may provide additional documentation in attachment to this form in lieu of Property Owner signature only as outlined in Section 8.1 [Step 1: Submit Application](#).

EnergIIZE Applicant. Please complete as follows:	
Organization Name:	Enter Applicant/Org. Name
Installation Site Address:	Enter Address
City: Enter City State: Enter State Zip Code: Enter Zip Code	
Applicant hereby represents and warrants to EnergIIZE Staff: (i) that all the foregoing information is true and correct; and (ii) that the undersigned has been duly authorized by Applicant to execute and submit this Site Verification Form. Applicant acknowledges and agrees that EnergIIZE staff is relying on Applicant's foregoing certifications in reviewing and approving of Applicant's application.	
Signature of Authorized Applicant or Representative of Applicant:	
Print Name: Print Name	Title: Click or tap here to enter text.
Date:	Click or tap to enter a date.

PROPERTY OWNER. Please complete as follows:	
Provide the name of the company, city, trust, organization or individual that owns the property where the project site will be located ("Owner").	
Property Owner Name:	Print Name
The undersigned, on behalf of <u>Click or tap here to enter text.</u> ("Owner"), hereby represents and warrants to EnergIIZE staff (i) that Owner is the property Owner located at <u>Click or tap here to enter text.</u> ("Property") where infrastructure will be installed; (ii) that Owner has consented to EnergIIZE Applicant's/participant's installation of certain EV charging station equipment and/or hydrogen fuel cell refueling equipment at the property; and (iii) that the undersigned has been duly authorized to execute and submit this Site Verification Form to EnergIIZE staff. Owner acknowledges and agrees that EnergIIZE staff is relying on Owner's foregoing certifications in reviewing and approving of Applicant's application.	
Signature of Property Owner or Representative of Property Owner:	
Print Name: Print Name	Title: Click or tap here to enter text.
Date:	Click or tap to enter a date.

After completion of this form, please await review from the EnergIIZE team and be prepared to provide additional information if necessary. EnergIIZE staff reserve the right to require that participant and owner provide such further information as may be required to review and approve a participant's application.

[illegible]



NO. 000000	0	ANNUAL DELAY	0
0	1	CITY COUNCIL ITEM	0
0	2		0
0	3		0
0	4		0
0	5		0
0	6		0
0	7		0
0	8		0
0	9		0

DATE	7/1/20
SCALE	AS NOTED
DRAWN BY	SPC
CITY OF AUBURN	
SHEET	E1.0
2 OF 5	

ELECTRIC VEHICLE CHARGING STATION INSTALLATION

CITY OF AUBURN

MAGNOLIA AVE & TENNIS WAY

AUBURN 95603

THIS IS A RESPO-BUILD PROJECT. THE CITY OF AUBURN HAS BEEN ADVISED THAT THE PROJECT WILL BE COMPLETED BY THE CITY OF AUBURN. THE PROJECT WILL BE COMPLETED BY THE CITY OF AUBURN. THE PROJECT WILL BE COMPLETED BY THE CITY OF AUBURN.

PROJECT CODE: 002-1004

PROJECT CODE: 002-1004

PROJECT CODE: 002-1004



Seal of the City of Auburn, California

PHIL HAAFT ELECTRIC
LICENSE # 95400
1000 N. 10TH AVE
SUITE 100
AUBURN, CA 95621

1 FULL SITE PLAN

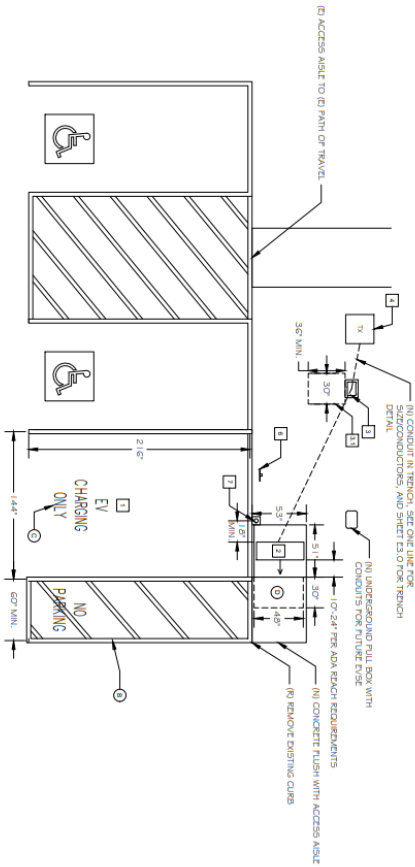
Scale: 1/4" = 1'-0"



0 STREET

2 NEW EV PARKING SPACE LAYOUT

Scale: 1/4" = 1'-0"



NOTES

- INSTALLATION COMPLIES WITH THE 2019 CALIFORNIA BUILDING CODE (CBC) ACCESSIBILITY REQUIREMENTS, PARTICULARLY CHAPTER 11B SECTIONS 228.2 AND 812.
 - PROVIDE NEW ADA ACCESSIBLE. THE WORDS "NO PARKING" TO BE PAINTED ON THE SURFACE WITHIN THE ACCESSIBLE IN CONTRASTING LETTERS 1.2" IN HEIGHT. STIPING TO BE PAINTED IN WHITE AT THICK AND A MINIMUM OF 3/4" O.C. PER CBC 11B.912.2. VEHICLE SPACES AND ACCESSIBLE SPACES SERVING SLOPES EXCEEDING 1:48, AND DIFFICULT WARNINGS SHALL NOT BE PAINTED IN VEHICLE SPACES AND ACCESSIBLES. PER 11B.912.3.
 - TO CHANGING ONLY LETTERING ON PARKING SPACES TO BE PAINTED IN WHITE 12 INCHES IN HEIGHT.
 - 3/4" X 4/8" MINIMUM GROUND SPACE. PER CBC 11B.912.3.
 - PER CBC 11B.912.3.4, VEHICLE SPACES AND ACCESSIBLES SHALL BE DESIGNED SO THAT PERSONS USING THEM ARE NOT REQUIRED TO TRAVEL BEHIND VEHICLE SPACES OR PARKING SPACES OTHER THAN THE VEHICLE SPACE IN WHICH THEIR VEHICLE HAS BEEN LEFT TO CHARGE.
 - PER CBC 11B.912.4, VEHICLE SPACES AND ACCESSIBLES SHALL NOT BE REQUIRED TO PROVIDE DIFFICULT PARTS THAT HAVE AN ACTIVATING FORCE OF 5 POUNDS (22.2 N) MINIMUM. REACH RANGES SHALL COMPLY WITH FORWARD REACH AND SIDE REACH REQUIREMENTS. PER 11B.912.4.
 - WHERE EV SPACES AND ACCESSIBLES ARE MARKED WITH LINES, MEASUREMENTS SHALL BE MADE FROM THE CENTERLINE OF THE MARKINGS. PER CBC 11B.912.1.
 - VEHICLE SPACES, ACCESSIBLE SPACES SERVING THEM, AND VEHICLE ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 96 INCHES MINIMUM. WHERE PROVIDED, OVERHEAD CABLE MANAGEMENT SYSTEMS SHALL NOT OBSTRUCT REQUIRED VERTICAL CLEARANCE. CBC 11B.912.4.
- INSTALLATION NOTES:
- CONVERT TWO EXISTING PARKING SPACES TO NEW VAN ACCESSIBLE EVCS SPACE. COMPLETE WITH ACCESSIBLE AND SIGNAGE. REFERS TO DETAIL 1 FOR DIMENSIONS. REFERS TO 2019 CALIFORNIA BUILDING CODE (CBC) CHAPTER 11B SECTIONS 228.5 AND 812 FOR ACCESSIBILITY REQUIREMENTS.
 - (N) CHARGE PRESENT (ON N) CONDUCTOR AND SET TWO DETAIL ON SHEET IS 0 AND SPECIFICATIONS ON SHEET IS 0.
 - (N) POWER TRENCH (ON N) CONDUCTOR AND SET TWO DETAIL ON SHEET IS 0 AND SPECIFICATIONS ON SHEET IS 0.
 - (N) POWER TRENCH (ON N) CONDUCTOR AND SET TWO DETAIL ON SHEET IS 0 AND SPECIFICATIONS ON SHEET IS 0.
 - CONTRACTOR TO REMOVE TRENCHING OR DIRECTIONAL BORING AS APPROPRIATE FOR NEW UNDERGROUND CONDUITS TO POWER PRESENT. CONTRACTOR TO FIELD ROUTE ON SITE. ANY SHOWN ON DRAWING FOR RECONSTRUCTION OR CORRECT. CONTRACTOR SHALL PERSONAL UTILITY LOCATE SERVICE PRIOR TO COMMENCEMENT OF WORK. CALL 811 BEFORE DIGGING.
 - PROVIDE POLE MOUNTED EV AND VAN ACCESSIBLE SIGNAGE. REFERS TO SHEET IS 0 FOR SIGNAGE REQUIREMENTS.
 - (N) TWO STEEL BOLDED IN CONCRETE FOR MECHANICAL PROTECTION.

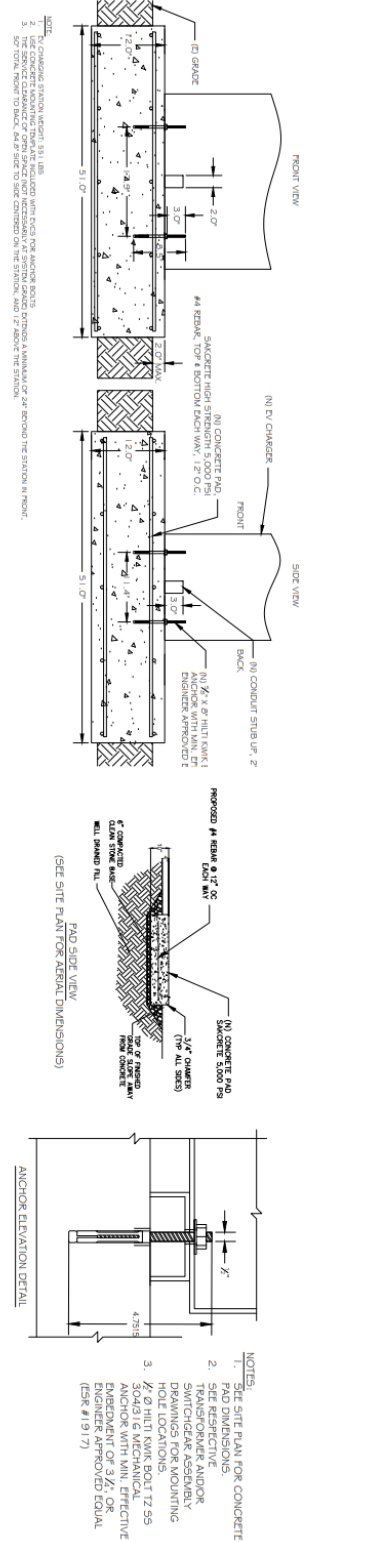
REVISED	BY
0 INITIAL RELEASE	SH
1 CITY COUNCIL	SH
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	
76	
77	
78	
79	
80	
81	
82	
83	
84	
85	
86	
87	
88	
89	
90	
91	
92	
93	
94	
95	
96	
97	
98	
99	
100	

ELECTRIC VEHICLE CHARGING STATION INSTALLATION
CITY OF AUBURN
MAGNOLIA AVE & TENNIS WAY
AUBURN 95603

DATE	7/1/20
SCALE	AS SHOWN
DRAWN	SH
CHECK	SH
APP	CITY OF AUBURN
SHEET	E2.0
3 OF 5	

1 EV CHARGER ANCHOR DETAIL

2 POWER FEDERAL CONCRETE ANCHOR DETAIL

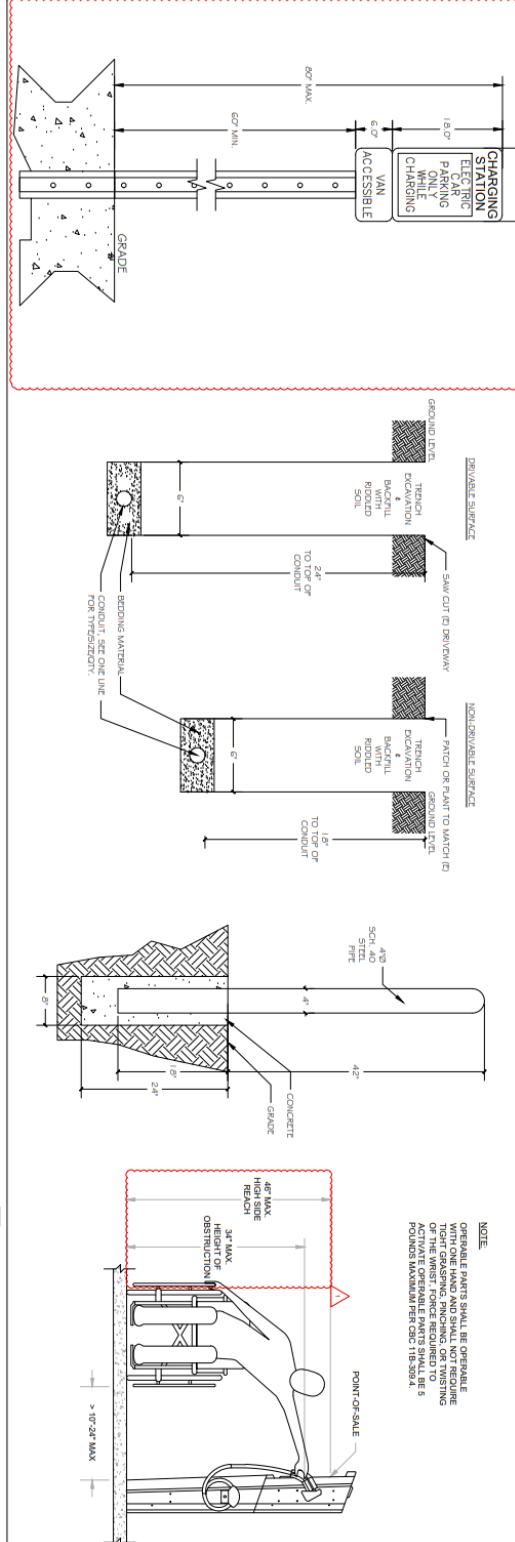


3 SIGNAGE FOR VAN ACCESSIBLE EVCS PARKING SPACE

4 TRENCH DETAIL

5 BOLLARD DETAIL

6 ADA REACH REQUIREMENTS



PROJECT	DATE	SCALE	AS NOTED
E3.0	7/1/20	AS NOTED	
DRAWN BY	DATE	SCALE	AS NOTED
REV. CITY OF AUBURN			

ELECTRIC VEHICLE CHARGING STATION INSTALLATION
CITY OF AUBURN
MAGNOLIA AVE & TENNIS WAY
AUBURN 95603



PHIL HAUPT ELECTRIC
LICENSE #105540
3000 RIVINGTON BLVD
ROSELAND, CA 95068

THIS IS A DESIGN-BUILD PROJECT AND THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN AND THE CONSTRUCTION OF THE PROJECT. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN AND THE CONSTRUCTION OF THE PROJECT. THE DESIGNER SHALL BE RESPONSIBLE FOR THE DESIGN AND THE CONSTRUCTION OF THE PROJECT.



Appendix F – Vehicle Commitment Agreement

EnergIIZE MDHD Vehicle Commitment Agreement

The purpose of this agreement is to document the Applicant's commitment to purchase a qualifying vehicle. A qualifying vehicle is defined as any battery electric or hydrogen fuel cell vehicle Class 2B with a gross vehicle weight rating (GVWR) of 8,501 pounds and greater according to the U.S. Environmental Protection Agency (EPA). This form applies to EV Jump Start applicants.

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)	

MDHD Vehicle Information (Please fill in the required information below.)

	Vehicle Model 1	Vehicle Model 2	Vehicle Model 3	Vehicle Model 4
Expected Date of Purchase (MM/YYYY):				
Make:				
Model:				
Description:				
Number to be purchased:				
Date Application was Submitted:				
Name of Commercial Fleet Operator/Manager:				
Signature of Commercial Fleet Operator/Vehicle Owner				
Title of Signer:				
Date:				

By signing the EnergIIZE MDHD Vehicle Commitment Agreement, I acknowledge that I will purchase a qualifying vehicle, as defined above, by the expected date of purchase indicated above. I certify under penalty of perjury that the information provided is accurate. infrastructure@calstart.org

Appendix G – Jump Start Certification Form

Applicants must demonstrate their status as an equity Applicant if they are applying for additional incentives. Where applicable, use one of the approved methods of self-certification listed.

Check the box next to the applicable category(ies) and attach the requested documentation. If the category selected has multiple options for documentation, please check the box of the option for which you will be providing documentation. Disadvantaged Communities (DAC) and Low Income Communities (LIC) are defined within [Key Terms](#). Technical assistance is available to Applicants who need support in putting together the required documentation.

I certify that the Commercial Fleet (or Applicant Team for funding lanes other than Jump Start) meet one of the following criteria:

- ☐ **A small business as recognized by the California State Legislative Code**, Section 14837(d) meaning annual revenue less than \$15 million per year. Attached is 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. Attached is documentation of 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.
- ☐ **A Public Transit System serving a designated Disadvantaged Community (DAC) or Low-Income Community (LIC)**. Attached is documentation of one of the following:
 - The address of the infrastructure to be built using EnerGIIZE funds that is located within a DAC or LIC census tract.
 - A self-certification narrative, written on public agency letterhead, that documents that at least 50 percent of applicable routes or coverage areas are within DACs and/or LICs.

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 and may include graphs and visuals.

- ☐ **A Public School District installing infrastructure in a designated Disadvantaged Community, Low-Income Community, and/or a School District serving greater than 50 percent of students served by the school district are Free and Reduced-Price Meals students or another program intended to serve Economically Disadvantaged students. Attached is documentation of one of the following:**
 - The address of the infrastructure to be built using EnergIIZE funds that is located within a DAC or LIC census tract.
 - A self-certification narrative, written on district letterhead, that documents that at least 50 percent of the students served by the school district are eligible for free or reduced-price meals or another program intended to serve Economically Disadvantaged students. 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.
- ☐ **A California Native American Tribe, California Tribal Organization, or Non-Governmental Organization serving Tribal entities.** Attached is 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, check this box – no attachment is required.
 - If the Applicant is not a Federally Recognized Tribal Government, the Applicant's 501©(3) Determination Letter from the Internal Revenue Service (IRS).
- ☐ **A Non-profit organization that qualifies for tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501** and are also tax-exempt under California state law, consistent with the following requirements:
 - The non-profit organization must have been incorporated for at least one year prior to the time of application submittal, and
 - The non-profit organization must at all times be registered and in active/good standing with the California Secretary of State (Certain non-profits that are tribally chartered corporations under tribally enacted laws may be exempt from registration with the California Secretary of State), and
 - The organization must be based in California or have at least one full-time staff person based in California.
 - A non-profit lead applicant must submit the following Supporting Documentation for Eligibility Confirmation (where applicable):
 - a. Evidence of their tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501 (Copy of the IRS Determination Letter) and their tax-exempt status under California State law (Copy of Exemption Letter from State of California Franchise Tax Board).

- b. Evidence of at least one-year incorporation from the time of voucher application submission (Copy of Articles of Incorporation).
 - c. Evidence of being registered and in active and good standing with the California Secretary of State (**Copy of Statement of Information and Certificate of Status**).
- ☐ **Infrastructure to be installed is in a designated Disadvantaged Community or Low-Income Community.** The address of the infrastructure to be built using Energize funds is located within a DAC or LIC census tract.

Jan. 2023

Appendix H – Scoring Rubric and Qualitative Questions

EV Fast Track Applicants will be evaluated **on item 1 below and completeness** of the application.

For the EnergiIZE Commercial Vehicles (Energy Infrastructure Incentives for Zero- Emission Commercial Vehicles) Project's competitive funding lanes (EV Jump Start, Hydrogen, and EV Public Charging), Applicants will be evaluated on items 1-3 below.

For applicants seeking **more than \$150,000** in incentives for competitive lanes, Applicants will be evaluated on items 1-6 below upon the close of the application windows. Please monitor www.Energiize.org for opening and closing dates of each funding lane.

All **Hydrogen** applicants will be evaluated on items 7-9 as well. Applicants participating during funding lanes other than Hydrogen 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. For competitive lanes, funding will be awarded to Projects in ranked order until all available funds in each wave 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 Lanes: <ul style="list-style-type: none"> o EnergIIZE Application Form o Proof of cost share o Proof of Ownership, Site Verification Form, or acceptable alternate documentation (see Section 8.1). o Signed copy of EnergIIZE Terms and Conditions o Answers to qualitative questions (if seeking more than \$150,000 in incentives) o Confirmation of Request for Service from the local utility that project site utility coordination is being assessed for energy load capacity. • For EV Fast Track: <ul style="list-style-type: none"> o Vehicle Purchase Order or proof of ownership o Evidence of Readiness Tier • For Hydrogen: Proof of completion of Critical Milestone 1 • For EV Jump Start: Signed Vehicle Commitment agreement and Jump Start Certification Form 	50
<p>2. Location - Proposed infrastructure is located within a Designation of a Disadvantaged Community (refer to Key Terms 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 not allowed after submission of the application If an</i></p>	25

<p><i>applicant wishes to change sites, they will need to submit a separate application. Since scoring is dependent on location, it would be unfair to allow changes after submitting Step 1 documents.</i></p>	
<p>TOTAL POSSIBLE POINTS FOR APPLICATION REQUIREMENTS</p>	<p>100</p>
<p><u>For large projects, \$150,000 and greater:</u></p>	
<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 note (500-word limit) If throughput is equal to the flow of vehicles at the project site, what is the estimated throughput of vehicles at this project site? Restated, how many vehicles do you plan to service per day? How was this estimated? Explain how the project site will maximize the infrastructure utilization over time (i.e., maintenance plans to maintain high infrastructure uptime)?</p>	<p>20</p>
<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. • Describe any members of the Applicant Team (refer to Key Terms) who are also member of a community group, Tribal government, or other entity that already represents local residents. 	<p>20</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 MDHD Infrastructure project. (Examples of these benefits could be paid workforce development opportunities for local residents, 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>	60
<p><u>For Hydrogen 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 fueling positions at the location. 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. 	36
<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. 	18

<ul style="list-style-type: none"> • 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. 	
<p>9. Qualifications of the Applicant/Applicant Team (6 points each), complete in a Word document – 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. • 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. 	48
TOTAL POSSIBLE POINTS FOR HYDROGEN PROJECTS	102
TOTAL POSSIBLE POINTS FOR PROJECT	262

Qualitative Questions – Scoring Rubric

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

Primary Components	Purpose	Criteria	Max Score
Description of how MD/HD ZEVs will be serviced by proposed infrastructure.	EnergIIZE intends to fund MD/HD infrastructure; please briefly describe how your project meets that criteria.	<ul style="list-style-type: none"> 10 - Project has a clearly established MD/HD nature of vehicles being served by infrastructure. 0 - Project has NOT clearly established MD/HD nature of vehicles being served by infrastructure. 	10
Description of how infrastructure use will be maximized over time, including maintenance and service plans to avoid broken infrastructure.	EnergIIZE intends to fund highly utilized infrastructure and seeks to avoid infrastructure that will be out of commission before the end of the product's life.	<ul style="list-style-type: none"> 10 - Project has well defined maintenance plan, extended product warranties, and engages with contractors who will focus on quality work performed. 5 – Project does not adequately describe maintenance plans and/or little description of quality of work to be performed. 0 – Maintenance plans are absent and there is little to no mention of quality and longevity in project description. 	10

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 community-developed plans or list of needs)	Infrastructure projects that are connected to existing work within the community, both formal and informal, have a greater potential for long-term success and impact.	<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 provided. 	2
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
Representative Organization	Identifies an Applicant Team Member as a representative of the local residents where the project is proposed. If an Approved Vendor is applying on behalf of a	<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 	10

	Representative Organization, they should indicate in their application to receive consideration for this question.	<p>structure.</p> <ul style="list-style-type: none"> 0 - No Applicant Team Member is a community-based organization, Tribal government, or other organization that already represents local residents. 	
--	--	---	--

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

Primary Components (bullet points)	Purpose	Criteria	Max Score
<p>Community benefits</p> <p>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</p>	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 environmental injustice should be prioritized to receive funding.	<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, installation/construction and commissioning. 1 - Benefits will be provided for less than one year. 0 - No duration of benefits. 	7.5
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 Funding Lane Only – 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.

Appendix I – Privacy Policy

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles – (EnergIIZE) Privacy Policy

Updated September 15, 2022

In accordance with the Information Practices Act (Civ. Code § 1798 et seq.), this privacy policy states how your personal information may be used and who may have access to your information. By submitting your Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) application, you consent to EnergIIZE staff collecting any personal information submitted in your EnergIIZE application forms. This information may include your social security number if you are a sole proprietor and do not have an Employee Identification Number (EIN.) EnergIIZE would prefer applicants use EIN numbers on application forms to minimize our collection of sensitive information, however, an applicant will not be disqualified in the event a sole proprietor does not have an EIN number. Secure file transfer links will be provided for all application materials.

By submitting your application, you consent to being contacted by CALSTART or Tetra Tech as the administrators of EnergIIZE. These essential communications may include updates on the status of your application or requests for follow-up information needed in order to process your application. EnergIIZE staff may also notify you about future zero emission vehicle (ZEV) or ZEV infrastructure funding opportunities. You may also be contacted by the California Hybrid and Zero Emission Truck and Bus Voucher Incentive Project (HVIP) about zero emission vehicle funding opportunities. You will have the opportunity to opt-out of any notifications about future opportunities.

All information on application forms is required in order to process incentive applications. The information provided on your application will only be used for the purposes of processing your incentive application and is considered confidential if marked as such. Project address and basic information may be shared on maps to demonstrate the results of this project. No personal details will be included in any such maps. Any personal information will not be disclosed, made available, or otherwise used for purposes other than those specified, except with the consent of the subject of the information, or as authorized by law or by a court. It is essential the EnergIIZE team collect this information in order to process your incentive application. Your information will be housed in a secure cloud storage system accessible only by EnergIIZE staff. You have the right to access this information at any time; such requests can be made by contacting the EnergIIZE team at Infrastructure@calstart.org, or in writing to the address below.

CALSTART Contact information:

EnergIIZE Project Manager
Southern California Office (headquarters)
48 S Chester Ave
Pasadena, CA 91106
1 (877) 367-4493



Appendix J – Hydrogen Project Attestation of Codes and Standards

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIIZE) aims to increase the market acceleration of infrastructure to support medium and heavy duty (MHD) zero emission vehicles (ZEVs). EnergIIIZE incentivizes infrastructure projects to support hydrogen fuel cell vehicles which are compliant with all relevant safety codes and regulatory standards.

ZEV infrastructure deployment can be a complex endeavor involving an array of safety and regulatory codes in which infrastructure must comply. To help applicants navigate these requirements, EnergIIIZE staff have created this inventory of relevant requirements. Applicants are encouraged to check relevant websites for the latest information; this list is intended for instructional purposes only and may not be comprehensive for your specific project.

To ensure EnergIIIZE incentives safe, reliable technologies, we require all vendors to comply with the following codes listed below. This attestation form must be filled out by hydrogen infrastructure developers in order to be considered eligible for EnergIIIZE incentives.

Company Information

Name of project point of contact (Last name, First name):	
Email address:	
Phone number:	
Vendor Company Name:	
Parent Company (if applicable):	
Project Site Address:	

Required Codes and Standards

All hydrogen projects must meet the requisite installation, construction, and safety standards, including but not limited to those listed below or the most up-to-date version of these standards:	
SAE Standards	<ul style="list-style-type: none"> One or more of the following fueling protocols or an equivalently accepted industry standard <ul style="list-style-type: none"> 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. 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. SAE International J2719 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
National Fire Protection Association (NFPA)	<ul style="list-style-type: none"> NFPA 2
American National Standards Institute (ANSI) Standards	<ul style="list-style-type: none"> Hydrogen Gas Vehicle (HGV) 2-2021 HGV 4.1 G 095A HPRD 1:21 HGV 3.1 CGA S1.1
International Organization for Standardization (ISO) Standards	<ul style="list-style-type: none"> 19880-3 19880-4 19880-5 19880-6
California Building Codes	<ul style="list-style-type: none"> California Building Code, Part 2, Title 24 California Electrical Code, Part 3, Title 24 California Energy Code, Part 6, Title 24 California Fire Code, Part 9, Title 2
California Department of Food and Agriculture, Division of Measurement Standards (DMS) Testing Standards	<ul style="list-style-type: none"> Handbook 44 Section 3.34 Handbook 44 Section 3.39 NIST Handbook 130

Signature

<p><i>The undersigned hereby certifies to EnerGIIZE staff (i) that they are capable, willing, and able to provide infrastructure services to the satisfaction of necessary authorities having jurisdiction and meet or exceed the requisite installation, construction, and safety standards, (ii) that the undersigned has been duly authorized by <u><organization name></u> to execute and submit this information, and (iii) agree to notify EnerGIIZE staff within 30 calendar days should they no longer be capable of meeting the requisite installation, construction, and safety standards for the project identified at the address above.</i></p>	
Printed Name:	
Signature:	

Appendix K – Authority Having Jurisdiction (AHJ) Checklist



CITY OR COUNTY OF _____ RESIDENTIAL AND NON-RESIDENTIAL CHECKLIST FOR PERMITTING ELECTRIC VEHICLES AND ELECTRIC VEHICLE SERVICE EQUIPMENT (EVSE)

(Replace with City or County logo)

Please complete the following information related to permitting and installation of Electric Vehicle Service Equipment (EVSE) as a supplement to the application for a building permit. This checklist contains the technical aspects of EVSE installations and is intended to help expedite permitting and use for electric vehicle charging.

Upon this checklist being deemed complete, a permit shall be issued to the applicant. However, if it is determined that the installation might have a specific adverse impact on public health or safety, additional verification will be required before a permit can be issued.

This checklist substantially follows the “Plug-In Electric Vehicle Infrastructure Permitting Checklist” contained in the Governor’s Office of Planning and Research “Zero Emission Vehicles in California: Community Readiness Guidebook” and is purposed to augment the guidebook’s checklist.

Job Address:	Permit No.
<input type="checkbox"/> Single-Family <input type="checkbox"/> Multi-Family (Apartment) <input type="checkbox"/> Multi-Family (Condominium) <input type="checkbox"/> Commercial (Single Business) <input type="checkbox"/> Commercial (Multi-Businesses) <input type="checkbox"/> Mixed-Use <input type="checkbox"/> Public Right-of-Way	
Location and Number of EVSE to be Installed: Garage ____ Parking Level(s) ____ Parking Lot ____ Street Curb ____	

Description of Work:

Applicant Name:	
Applicant Phone & email:	
Contractor Name:	License Number & Type:
Contractor Phone & email:	
Owner Name:	
Owner Phone & email:	

EVSE Charging Level: <input type="checkbox"/> Level 1 (120V) <input type="checkbox"/> Level 2 (240V) <input type="checkbox"/> Level 3 (480V)	
Maximum Rating (Nameplate) of EV Service Equipment = _____ kW	
Voltage EVSE = _____ V	Manufacturer of EVSE: _____
Mounting of EVSE: <input type="checkbox"/> Wall Mount <input type="checkbox"/> Pole Pedestal Mount <input type="checkbox"/> Other _____	

System Voltage:	
<input type="checkbox"/> 120/240V, 1 ϕ , 3W <input type="checkbox"/> 120/208V, 3 ϕ , 4W <input type="checkbox"/> 120/240V, 3 ϕ , 4W <input type="checkbox"/> 277/480V, 3 ϕ , 4W <input type="checkbox"/> Other _____	
Rating of Existing Main Electrical Service Equipment = _____ Amperes	

Rating of Panel Supplying EVSE (if not directly from Main Service) = _____ Amps
Rating of Circuit for EVSE: _____ Amps / _____ Poles
AIC Rating of EVSE Circuit Breaker (if not Single Family, 400A) = _____ A.I.C. (or verify with Inspector in field)

Specify Either Connected, Calculated or Documented Demand Load of Existing Panel:
<ul style="list-style-type: none"> Connected Load of Existing Panel Supplying EVSE = _____ Amps
<ul style="list-style-type: none"> Calculated Load of Existing Panel Supplying EVSE = _____ Amps
<ul style="list-style-type: none"> Demand Load of Existing Panel or Service Supplying EVSE = _____ Amps (Provide Demand Load Reading from Electric Utility)
Total Load (Existing plus EVSE Load) = _____ Amps
<p><i>For Single Family Dwellings, if Existing Load is not known by any of the above methods, then the Calculated Load may be estimated using the "Single-Family Residential Permitting Application Example" in the Governor's Office of Planning and Research "Zero Emission Vehicles in California: Community Readiness Guidebook" https://www.opr.ca.gov</i></p>

EVSE Rating _____ Amps x 1.25 = _____ Amps = Minimum Ampacity of EVSE Conductor = # _____ AWG
--

For Single-Family: Size of Existing Service Conductors = # _____ AWG or kcmil

- or - : Size of Existing Feeder Conductor

Supplying EVSE Panel = # _____ AWG or kcmil

(or Verify with Inspector in field)

I hereby acknowledge that the information presented is a true and correct representation of existing conditions at the job site and that any causes for concern as to life-safety verifications may require further substantiation of information.

Signature of Permit Applicant: _____ Date: _____