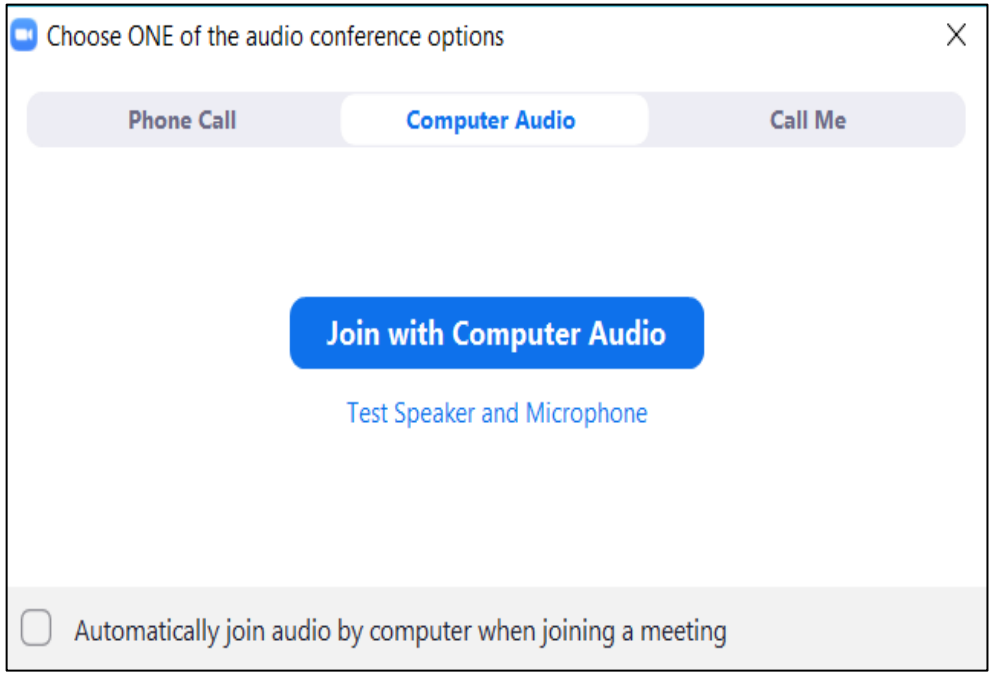
EnergIIZE COMMERCIAL VEHICLES

# EnergIIZE Application Workshop Fast Track 2025 + Drayage & Transit Set-Asides

April 29, 2025

# Zoom Logistics





All participants (web and dial-in) are automatically in listen-only mode.

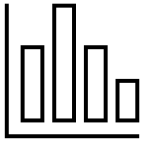
All participants will be unable to share their video.

If you have questions, you can use the Q&A function.

# Agenda

1. EnergIIZE Updates and Eligibility
2. Overview of Fast Track 2025 Application Process
3. Overview of Drayage & Transit Set-Asides Application Process
4. Next Steps
5. Q&A

# Poll #1



Which of the following best describes your role (select all that apply)?

A. Equipment Vendor
B. Application Partner
C. Installation Partner
D. Fleet Vehicle Operator
E. Site Owner
F. Other

# Poll #2 & #3

**Have you previously applied to an EnergIIZE funding lane?**

A. Yes, to EV Fast Track
B. Yes, to Hydrogen
C. Yes, to EV Jump Start
D. Yes, to Public Charging
E. Yes, to a Set-Aside lane
F. No

**Have you applied to HVIP or another vehicle voucher program?**

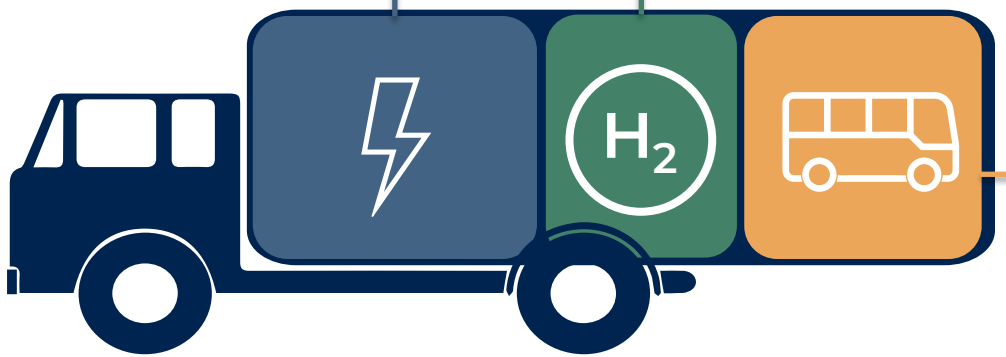
A. Yes
B. No

# Overview of EnergIIZE

## Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles

Provides incentives for zero-emission vehicle (ZEV) infrastructure equipment for medium- and heavy-duty (MDHD) battery-electric and hydrogen fuel cell vehicles in California.

Funding is released in Standard and Set-Aside lanes, each representing a key area of the commercial ZEV landscape. Vehicles must be Class 2b-8, off-road applications are considered on a case-by-case basis.




STATE OF CALIFORNIA ENERGY COMMISSION

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TETRA TECH

# EnergIIZE Commercial Vehicles

*Accelerating fueling infrastructure deployment for zero-emission trucks, buses and equipment*

Michelle Vater
*California Energy Commission (CEC) Commissioning Agreement Manager (CAM)*

Sebastian Serrato
*CEC CAM*

Stacey Simms
*Sr. Director of Clean Fuels and EV Infrastructure*

Alyssa Haerle
*Director of Infrastructure Incentive Administration*

Tesi Bravo
*Deputy Director*

Amanda Le
*Lead Project Manager*

Ian Cadger
*Project Manager*

Lauren Fleming
*Project Manager*

Thomas McKenna
*Lead Project Manager*

Summer Allen
*Application Services Coordinator*

Erin Wimberly
*Lead Project Manager*

Kelly Ratchinsky
*Technical Project Manager*

Olaoluwa Oyewusi
*Technical Project Manager*

Syd Frazier-Flores
*Associate Project Manager*

Eddy Huang
*Director*

Wen-Han Liu
*Project Manager*

Priscilla Barragan
*Project Manager*

Jalyn Collins
*Environmental Scientist*

Grecia Maya
*Environmental Scientist*

Leslie Lopez Ostorga
*Environmental Scientist*

Kelly Tobar
*Environmental Scientist*

Dani Felisco
*Environmental Scientist*

Ash Encina
*Environmental Scientist*

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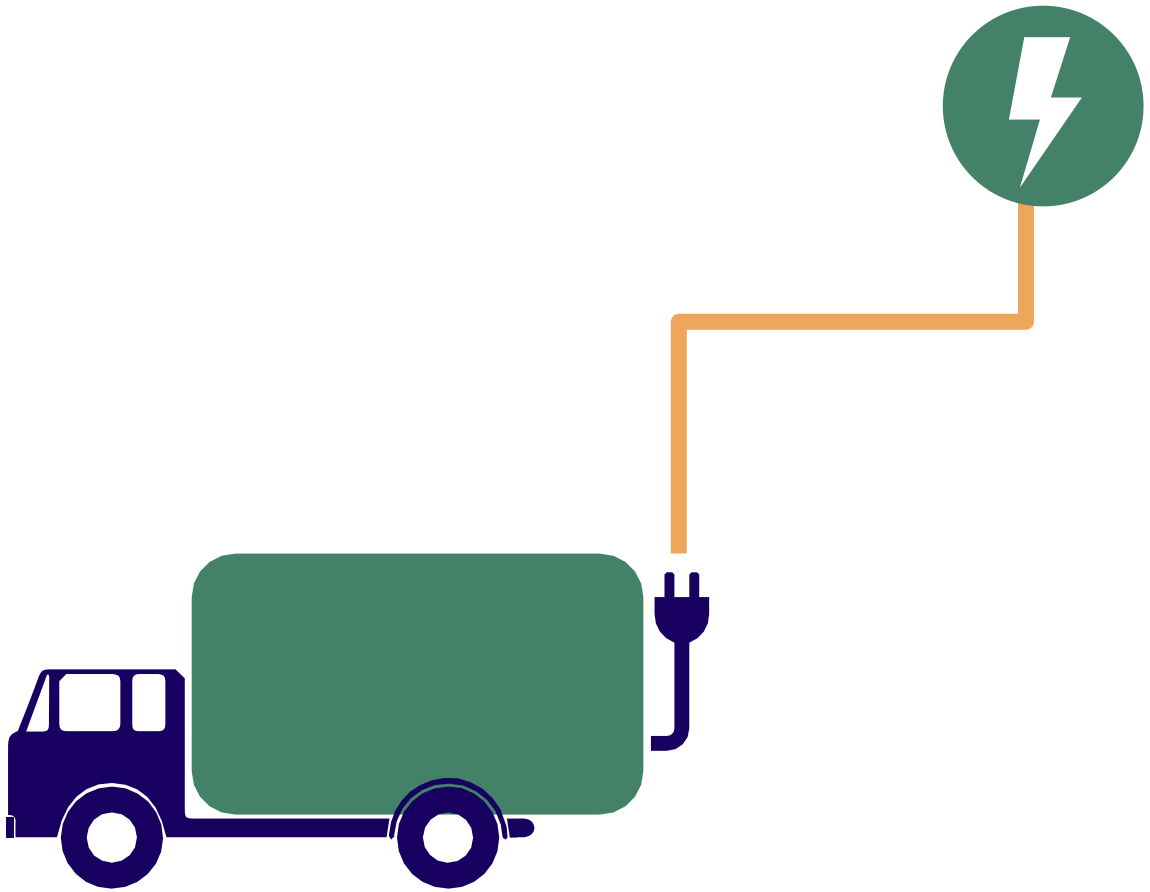
# 2025 EnergIIZE Updates



- EV Fast Track, Hydrogen, and EV Public Charging consolidated into EnergIIZE **Fast Track: Open May 13, 2025 to July 15, 2025**
- **Drayage & Transit Set-Asides: Open Now to October 2, 2025**
- New **per EV port/hydrogen dispenser incentive structure**
- Increased focus on project readiness
- Projects awarded after April 2025 will not be eligible for milestone payments

# Applicant Eligibility

- An **Applicant** may be a commercial fleet vehicle operator applying on behalf of their organization, a site owner, authorized lessee, an authorized representative of an infrastructure site, or an EnergIIZE Approved Project Partner.
- In most cases, the Applicant is also the **Incentive Recipient**. The Incentive Recipient is identified by their Taxpayer Identification Number (TIN) and **must incur all project costs under the TIN listed on their application and on their W-9 to be eligible for reimbursement.**
- Incentive Recipient must be in good standing with the California Secretary of State.
- A single entity, as identified by the Incentive Recipient TIN, cannot be awarded more than 25 percent of the total funding available or have more than 50 active applications/projects open across CEC infrastructure funding programs.

# Costs Eligible for EnergIIZE Incentives

## 1. Equipment

**Must include at least one EV charger or hydrogen dispenser**

### EV

- Electric vehicle supply equipment (EVSE) – Level 2 and Direct Current Fast-Chargers (DCFC)
- Transformers
- Electric panels
- Utility service upgrades
- Stub-outs

### Hydrogen

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

## 2. Software

- One-time networking costs
- One-time fleet or demand management software costs

## 3. Maintenance

- Eligible, but with potential caps

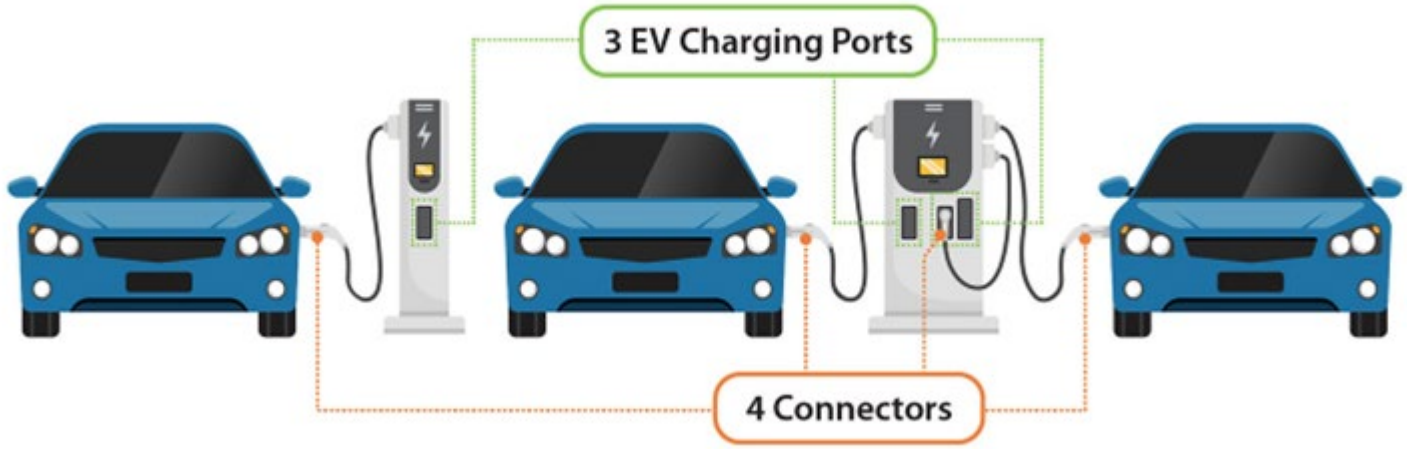
## 4. Warranty

- Eligible, but with potential caps

# Charging Ports

**EV Charging Port**: An EV charging port provides power to charge only one vehicle at a time even though it may have multiple connectors. The unit that houses EV charging ports is sometimes called a charging post, which can have one or more EV charging ports.

**EV Charging Connector**: A connector is what is plugged into a vehicle to charge it. Multiple connectors and connector types (such as CHAdeMO and CCS) can be available on one EV charging port, but only one vehicle will charge at a time.

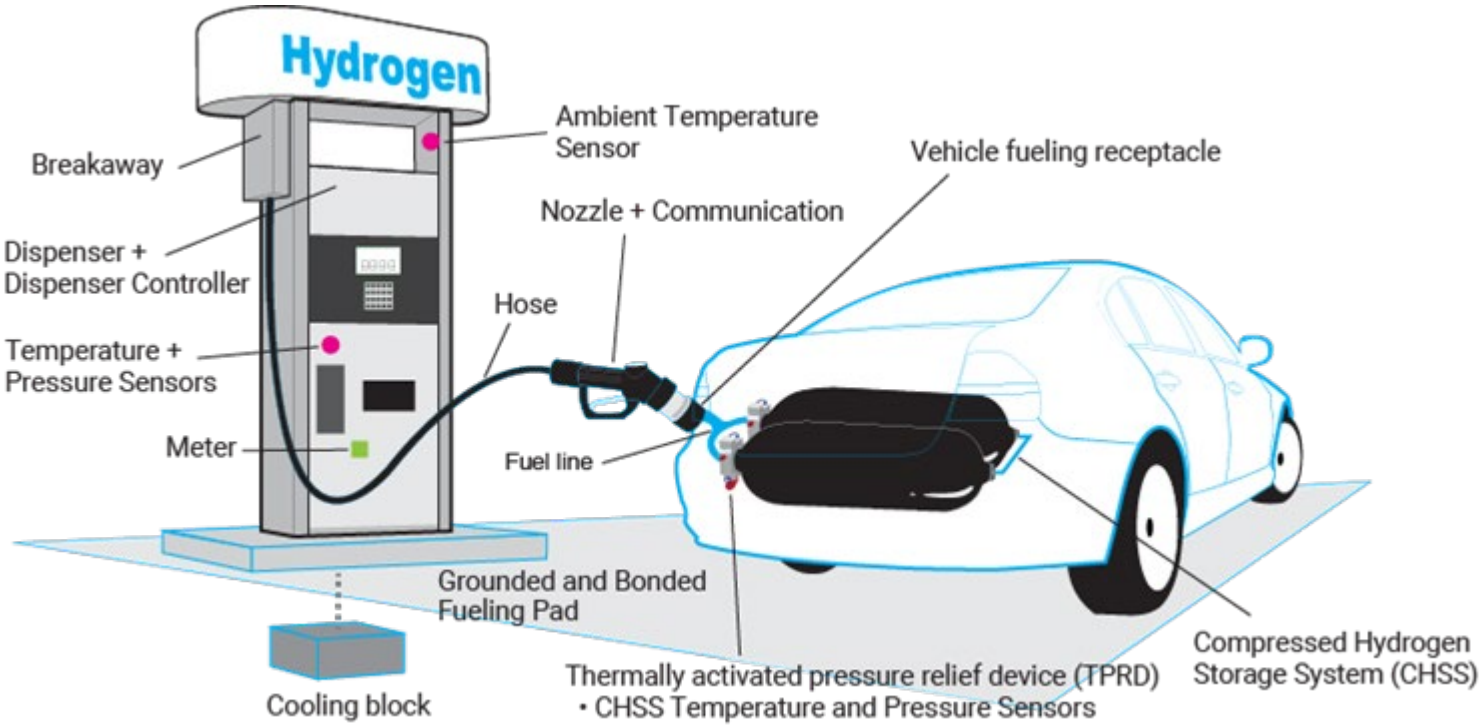



Source: https://afdc.energy.gov/fuels/electricity-stations

# Hydrogen Dispensers

**Hydrogen Dispenser**: A hydrogen dispenser can have one or more hoses to allow for multiple pressures of gaseous hydrogen or liquid hydrogen dispensing.

**Hydrogen Nozzle**: A hydrogen dispenser may have multiple nozzles. When a customer activates the dispenser, hydrogen flows from the storage tanks to the dispenser and through the nozzle into the vehicle.




Source: https://h2fcp.org/

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# Fast Track 2025

**Open for applications May 13 – July 15**
**Applications reviewed in monthly batches**

# Fast Track 2025 Funding Lane

Fast Track 2025 applications will be primarily scored on project readiness (Readiness Tiers), with additional points available for publicly available or shared EV charging or hydrogen fueling stations and projects that demonstrate significant community support.

### When can I apply?

- Funding window opens May 13, 2025 at 9am PT, closes July 15, 2025 at 5pm PT in the IPC Application Portal.

### What is covered?

- Up to 100% of eligible costs, up to $3.75 million for EV and $5 million for hydrogen.
- Incentive is based on EV port or hydrogen dispenser count.

### Who can apply?

- Projects must meet one of three Readiness Tiers.
- Projects may be for EV charging or hydrogen fueling.
- Projects may be private, public, or shared.

### I need more help!

- For questions, please contact infrastructure@CALSTART.org.

# Fast Track 2025 Incentive Structure

| Infrastructure Type | Maximum Per Charger Port/ Hydrogen Dispenser Incentive Amount | Equity Per Charger Port/ Hydrogen Dispenser Incentive Amount (+25%) | Maximum Award Per Project |
|---|---|---|---|
| **≤50kW EV Port** | $25,000 | $31,250 | $3M ($3.75M if equity) |
| **51kW - 150kW EV Port** | $75,000 | $93,750 | |
| **151kW - 350kW EV Port** | $150,000 | $187,500 | |
| **≥351kW EV Port** | $300,000 | $375,000 | |
| **Hydrogen Dispenser** | $2,000,000 | $2,500,000 | $4M ($5M if equity) |

# Jump Start Equity Criteria

**Projects meeting at least one criteria are eligible for an increased incentive.**

- Infrastructure is in a designated Disadvantaged Community (DAC) or Low-Income Community (LIC).*
- Tribe or tribal-serving entity.
- Small business as identified in the California State Legislative Code.
- Certified Minority Business Enterprise, Woman-Owned Small Business, Veteran-Owned Small Business, or LGBT-Owned Small Business.
- Transit system with at least 50% of applicable routes or coverage areas within a DAC or LIC.*
- School district installing infrastructure in a DAC or LIC or serving economically disadvantaged students.*
- Non-profit organization.

* DAC and LIC Designations can be found on the Priority Populations Map.

# Readiness Tiers

## EV Projects

| 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) |
| 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 |
| Awarded Third | Tier 3 | Site Verification Form + Preliminary Site Plans + Formal Charger Equipment Quote (with supplier estimated lead time) |

# Readiness Tiers

## Hydrogen Projects

| Priority | Readiness Tier | Documents Provided at Time of Application |
|---|---|---|
| Awarded First | Tier 1 | Site Verification Form + Final Site Design + Issued Building Permit + Formal Hydrogen storage equipment quote (with supplier estimated lead time) + Formal Hydrogen dispenser with anti-freeze lock capabilities quote (with supplier estimated lead time) |
| Awarded Second | Tier 2 | Site Verification Form + Final Site Design + Submitted Building Permit Application + Formal Hydrogen storage equipment quote (with supplier estimated lead time) + Formal Hydrogen dispenser with anti-freeze lock capabilities quote (with supplier estimated lead time) |
| Awarded Third | Tier 3 | Site Verification Form + Preliminary Site Plans + Proof of communication with AHJ + Formal Hydrogen storage equipment quote (with supplier estimated lead time) + Formal Hydrogen dispenser with anti-freeze lock capabilities quote (with supplier estimated lead time) |

# Scoring Criteria

## All Fast Track 2025 Projects

| Criteria | Description | Total Possible Points |
|---|---|---|
| **Readiness Tier** | Project meets one of the three defined Readiness Tiers upon application submittal. Projects that do not meet one of the Readiness Tiers will be disqualified.<br>• Tier 1: 150 points<br>• Tier 2: 100 points<br>• Tier 3: 50 points | 150 |
| **Public/Shared station** | Public: proposed infrastructure will be publicly available to any MDHD zero-emission commercial fleet: 25 points<br>Shared: proposed infrastructure will be available to two or more MDHD zero-emission commercial fleets through an arrangement with a third-party site owner and operator: 15 points | 25 |
| **Operations, maintenance and warranty plan** | Explanation and/or document upload of the project's plan to maintain high infrastructure uptime (ex: 24/7 service call center, preventative maintenance plans, remote monitoring systems). | 15 |
| **Letters of support** | Document upload of letter(s) of support from community-based organizations (CBOs) or appointed or elected officials (ex: neighborhood associations, environmental justice groups, faith-based organizations, etc.).<br>• Letter of support from a CBO: 2 points each<br>• Letter of support from an appointed or elected official: 1 point each | 10 |
| **TOTAL POSSIBLE POINTS** | | **200** |

# Requirements per Application Section

## Fast Track, Basic Details, Incentive Recipient, Project Partner, Project Site

- ✓ Fast Track Readiness Questions
- ✓ Contact Information of Incentive Recipient and Primary Application Contact
- ✓ Estimated Total Project Cost
- ✓ Project details for intended service category and vehicle type and class
- ✓ Contact Information of Project Partner
- ✓ Address and square footage of Infrastructure Project Site

## Cost Share

- ✓ Disclosure of all funding sources awarded. This may include:
  - ✓ Notices of proposed award
  - ✓ Notice of grant award
  - ✓ Other official documentation indicating an award of funding
- ✓ Demonstrated proof of cost coverage for any non-incentivized project costs
- ✓ The sum of make-ready funding, self-contributions, other external funding sources
- ✓ **Note: EnergIIZE funding cannot be stacked with other active California Energy Commission funding programs. But you can stack with other programs!**

# Requirements per Application Section

## Site Equipment Manifest

- ✓ Preliminary Quotes of Costs Necessary to Complete Project
- ✓ Make, Model, and Anticipated Quantity of Eligible Equipment to be Installed
- ✓ Make sure port/dispenser counts and port output ratings are accurate!
- ✓ **Note: All eligible costs must be incurred AFTER the conditional award date.**

## Documents

- ✓ Readiness Tier Documentation
- ✓ Confirmation of Request for Service from the local utility, notice that project site is being assessed for energy load capacity, or evidence of communication with the utility
- ✓ ZEV purchase order, proof of ownership, lease, or fleet letter of interest
- ✓ Jump Start Certification Form (if meeting equity criteria)

Once all application sections are complete, read and acknowledge the Sample EnergIIZE Agreement and the EVITP, DIR, & Insurance Affidavit.

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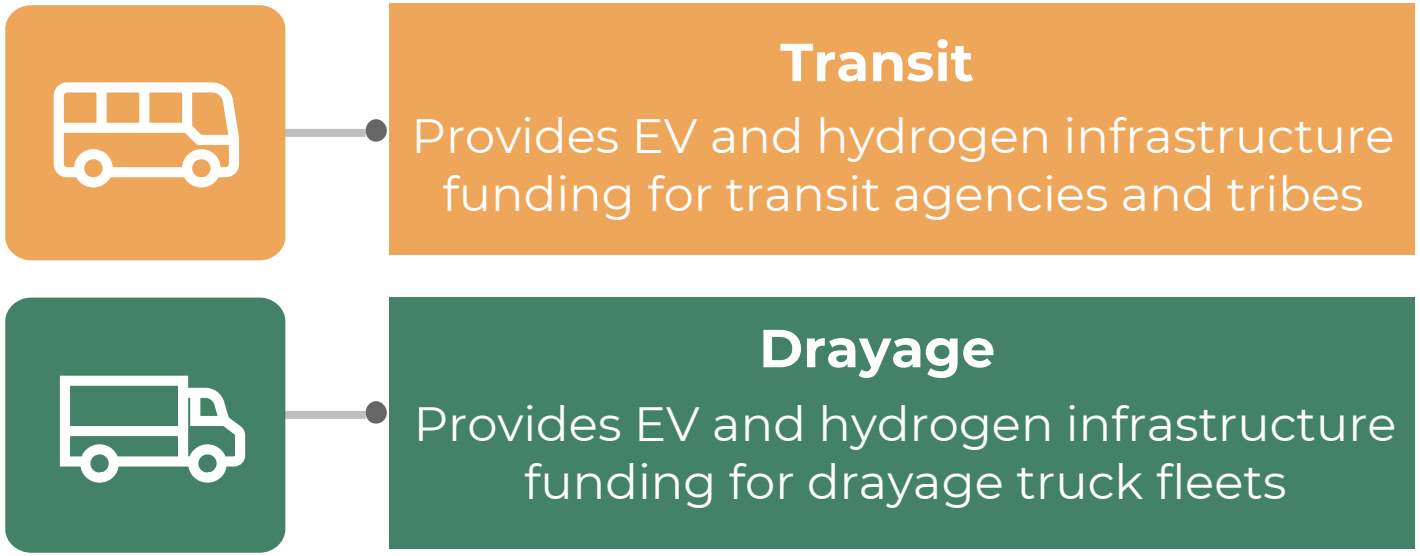
# Drayage and Transit Set-Asides

**Open for applications Now – October 2**
**Applications reviewed in monthly batches**
**New Incentive Structure begins May 6 at 9 AM**

# EnergIIZE Set-Aside Funding Lanes




The Set-Aside lanes pair EnergIIZE infrastructure funding with vehicle funding such as HVIP vouchers.

Extended application window to October 2nd, 2025.

New incentive structure goes into effect May 6th, 2025 at 9 AM PST.

Apply for Set-Asides through the IPC just like Standard EnergIIZE

# Set-Asides Eligibility

## Transit

- Included in the CARB Innovative Clean Transit (ICT) program's list of compliant transit agencies
- California city or county government, transportation district/transit district, or public agency
- California Native American Tribe, California Tribal Organization, or Non-Governmental Organization Serving Tribal entities
- Must show proof of vehicle voucher request by Step 3 of the EnergIIZE process

## Drayage

- Defined as on-road heavy duty trucks that transport containers and bulk to and from the ports and intermodal railyards as well as other locations
- CaaS developers serving drayage fleets also eligible with *Vehicle Commitment Form*
- Must show proof of vehicle voucher request by Step 3 of the EnergIIZE process

# Set-Asides Incentive Structure

## Effective May 6, 2025

| Infrastructure Type | Set-Asides Per Charger Port / Hydrogen Dispenser Incentive Amount | Maximum Award Per Project |
|---|---|---|
| **≤50kW EV Port** | $31,250 | $5 million |
| **51kW - 150kW EV Port** | $93,750 | |
| **151kW - 350kW EV Port** | $187,500 | |
| **≥351kW EV Port** | $375,000 | |
| **Hydrogen Dispenser** | $2,500,000 | |

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# What’s next?

# EnergIIZE Project Steps

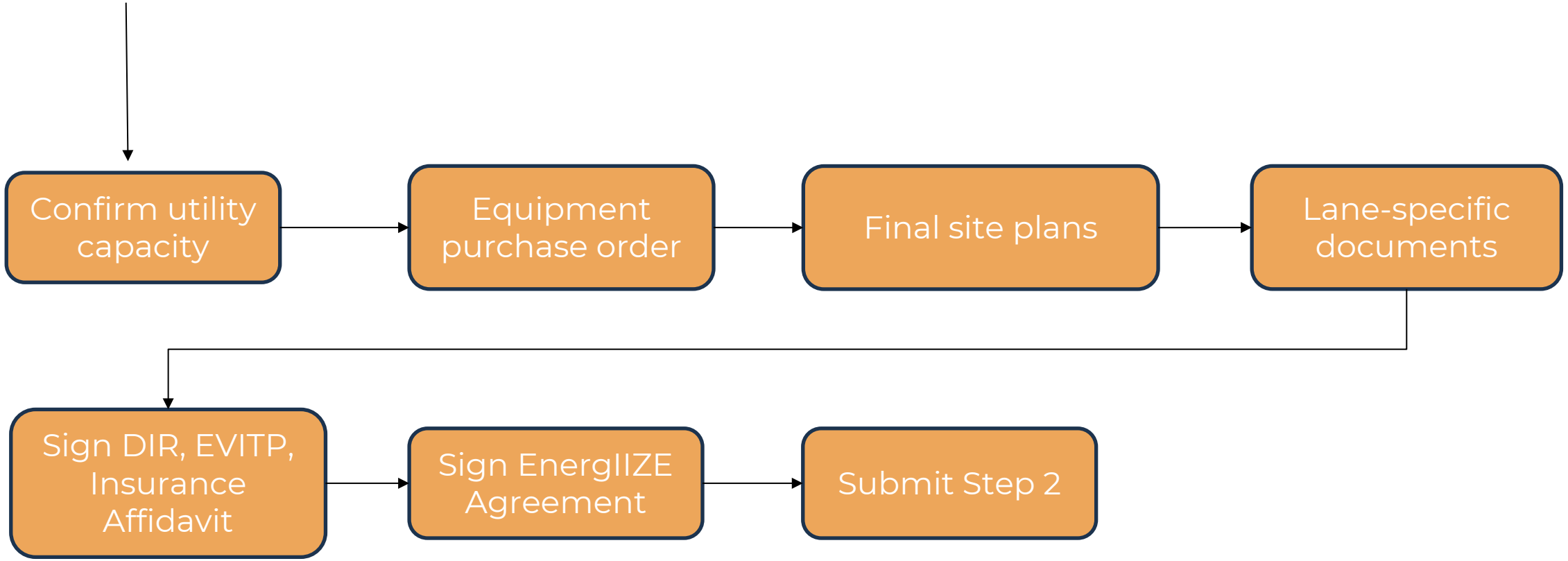
**Step 1:**
**Submit Application**
**Projects notified of status 60 business days after review period starts**

**Step 2:**
Provide supporting documents

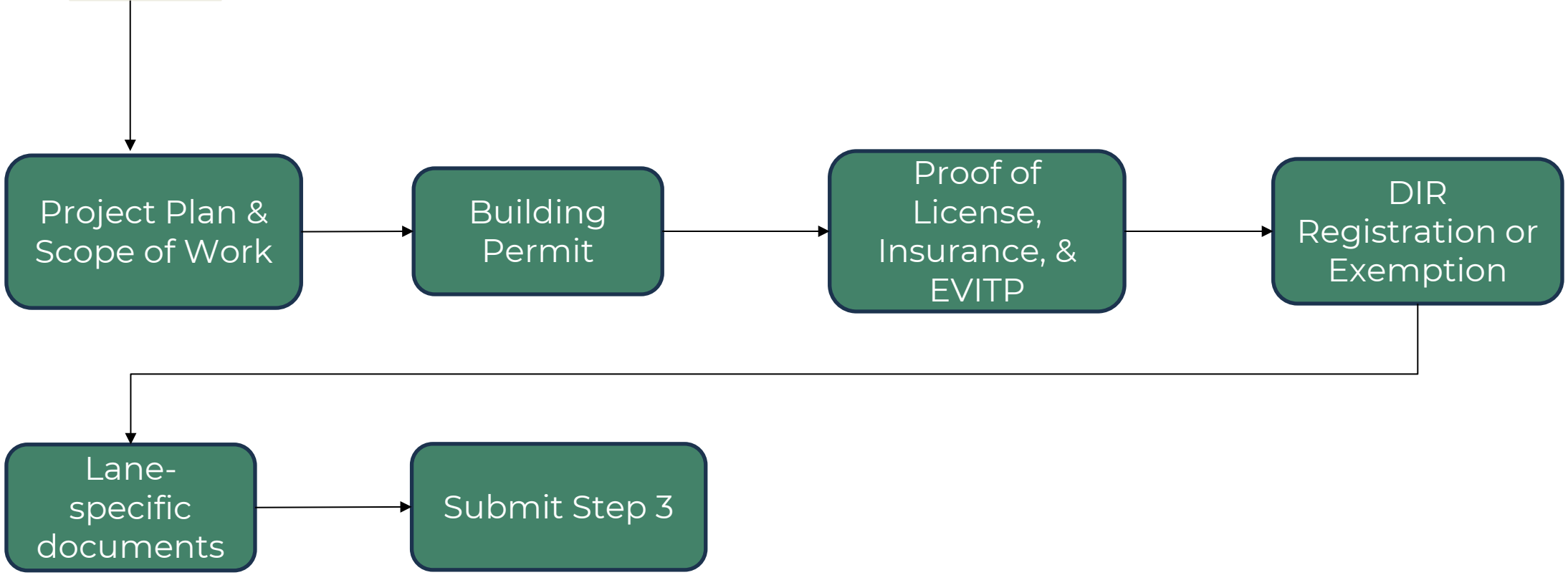
**Step 3:**
Permitting and construction

**Step 4:**
Commission project

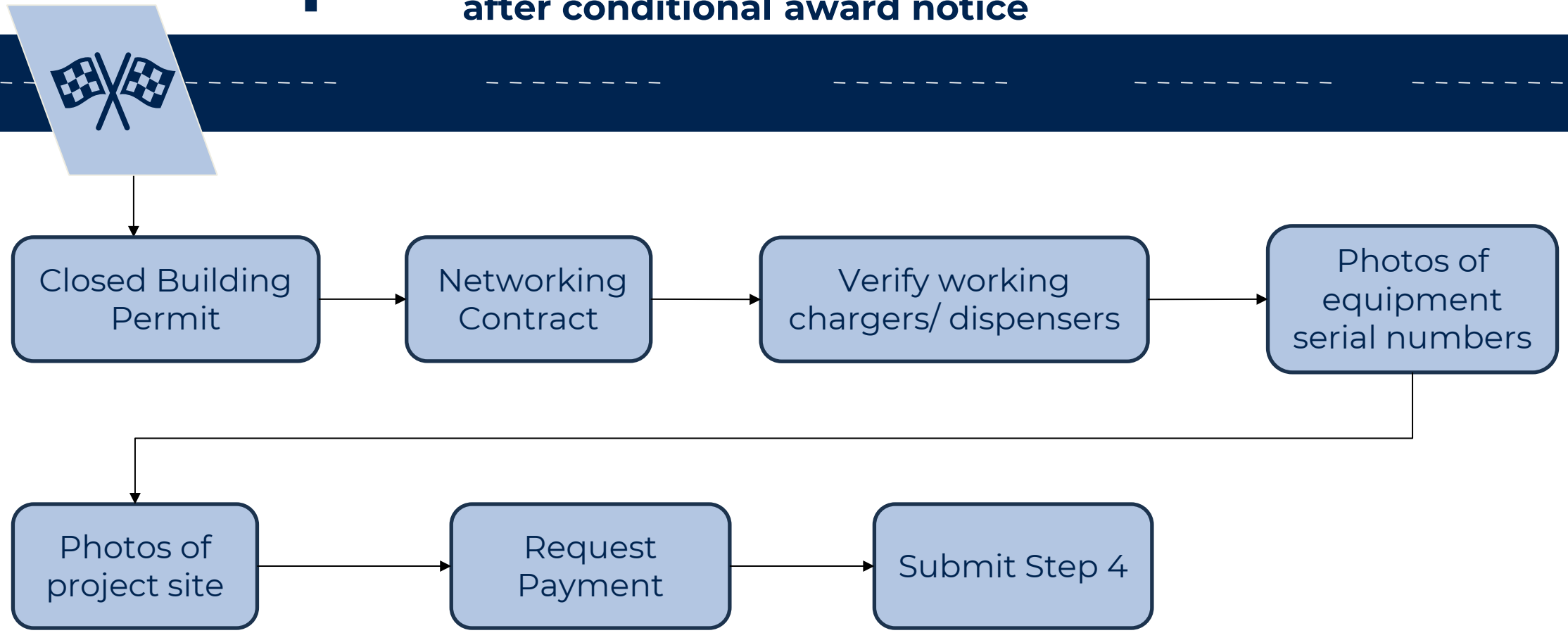
# Step 2: Complete 90 calendar days after conditional award notice



# Step 3: Complete during construction



# Step 4: Complete 24 (EV projects) or 36 months (Hydrogen projects) after conditional award notice



# After Step 4: Complete during required 6-year operational period

Ensure equipment is operational for at least 6 years after commissioning

Ensure compliance with relevant regulations on charger uptime

Report on infrastructure utilization, uptime, and other data

# Resources

- IPC Application Portal (https://calstart3.my.site.com/apply/s/)
- EnergIIZE Implementation Manual
- Fast Track 2025 Application Packet
- Drayage Application Packet
- Transit Application Packet

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# Q&A

# Contact Us

infrastructure@calstart.org

877-ENR-GIZE
877-367-4493

www.EnergIIZE.org