

DOCKETED

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EnergIIZE Public Meeting Slides

EnergIIZE Public Meeting PowerPoint slides from November 17, 2021.

Additional submitted attachment is included below.



Public Meeting on Project Design

November 17th, 2021

Location: Zoom

EnergIZE Commercial Vehicles

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles
Accelerating fueling infrastructure deployment for zero-emission trucks, buses and equipment



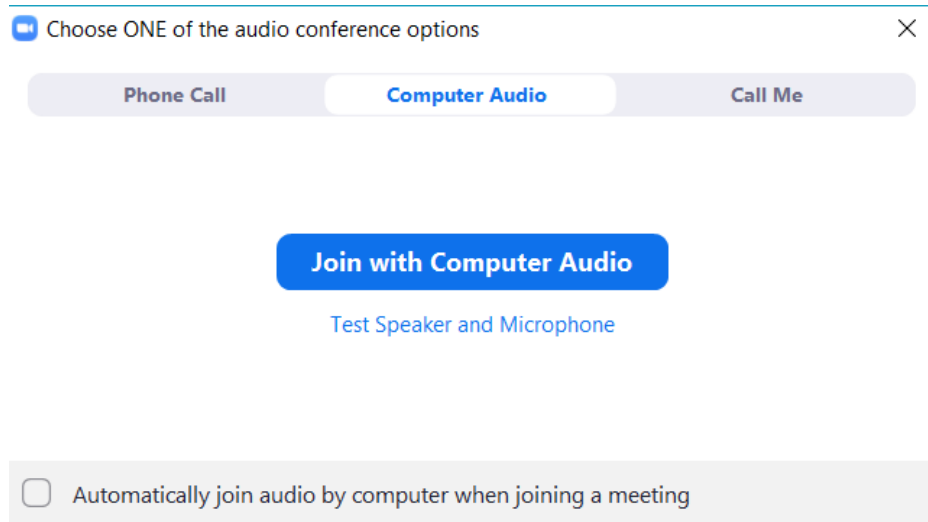
Zoom Logistics



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 chat function. You may send messages to the whole meeting or individual participants.



If you dial-in from a phone, use the meeting ID and passcode from invite

Meeting ID: 895 1959 0118
Passcode: 270995
Mobile:
+16699006833,,97004722788# US (San Jose)
+12532158782,,97004722788# US (Tacoma)
Dial by your location
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)

(Invite information above is for illustrative purposes only.)

Submit Questions During this Meeting

- Submit questions/comments in the Zoom chat.
- An FAQ will be developed following the comment period and be shared on our website.

Meeting Objectives

The main goals of this Public Meeting are to:

- Provide an overview of the project design.
- Solicit feedback on the proposed project.
- Share information on EnerGIIZE resources and upcoming events.

Agenda

- Background and Overview of EnerglIZE
- Project and Technology Eligibility
- Incentive Structure
- Public Comments



Background on EnerglIZE Project Design: How Did We Get Here?

Transparency

Industry and community stakeholder engagement across all aspects of project design.



Diversity

Equity metrics are central to all aspects of project approach and design.



Funding

Advisory workgroup enhances applicant access to adequate project funding.



Policy

Incentives aligned to enable advancement of medium- and heavy-duty zero-emission vehicle (MHD ZEV) adoption.



Community

Leverage and collaborate on outreach across industry sectors and community groups.



Energy

Promotion of interoperable technology and forward-thinking energy management recommendations.



Overview of Stakeholder Engagement Process

Since April 2021, the EnergIZE Team has engaged more than 282 individuals including:

- Electric Vehicle Service Providers (EVSPs)
- Fleet operators
- Small fleet operators
- Hydrogen suppliers and distributors
- Hydrogen equipment manufactures
- Hydrogen fleet users
- Design and engineering firms
- Trucking organizations
- Transit agencies
- Vehicle original equipment manufacturers (OEMs)



Industry & Technology Stakeholders

- Healthy Active Streets
- California Electric Transportation Coalition
- Breathe SoCal
- Latino/a Roundtable
- Coalition for Clean Air
- California Fuel Cell Partnership
- Frontier Energy
- Center for Community Action
- California Transit Association
- Greenlining Institute
- Casa Familiar



Community Stakeholders

- Various Ports
- Public Utilities
- Municipal Utilities
- CA Public Utilities Commission
- CA Governors Office of Business and Economic Development
- CA Energy Commission (CEC)
- CA Air Resources Board (CARB)
- CA State Transportation Agency
- Caltrans
- Air Districts
- California Air Pollution Control Officers Association (CAPCAO)
- California Transportation Commission



Agency and Funding Advisory Stakeholders

Stakeholder Engagement Process – What We Learned

Community Stakeholders



- Prioritize frontline communities.
- Offer an alternative to first come, first served applications.
- Reward community engagement.
- Provide additional, targeted technical assistance.

Agency and Funding Advisory Stakeholders



- Sync funding timelines to maximize investments.
- Enable applicants to utilize more than one funding source.
- Avoid funding future “stranded assets”.

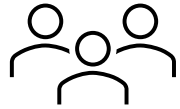
Industry and Technology Stakeholders



- Encourage applicants to work with utilities early in process.
- Provide enough time to review the Implementation Manual before accepting applications.
- Incentivize nationally certified technologies.

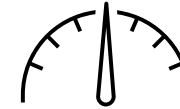
Stakeholder Engagement Process – Next Steps

Regular meetings with
our Advisory
committees



Establish
Regional
Equity
Advisory
Workshops

Measure our
performance and
progress against goals
and objectives



Technology
Advisory
Committee

Regular updates on our
website including a live
funding ticker



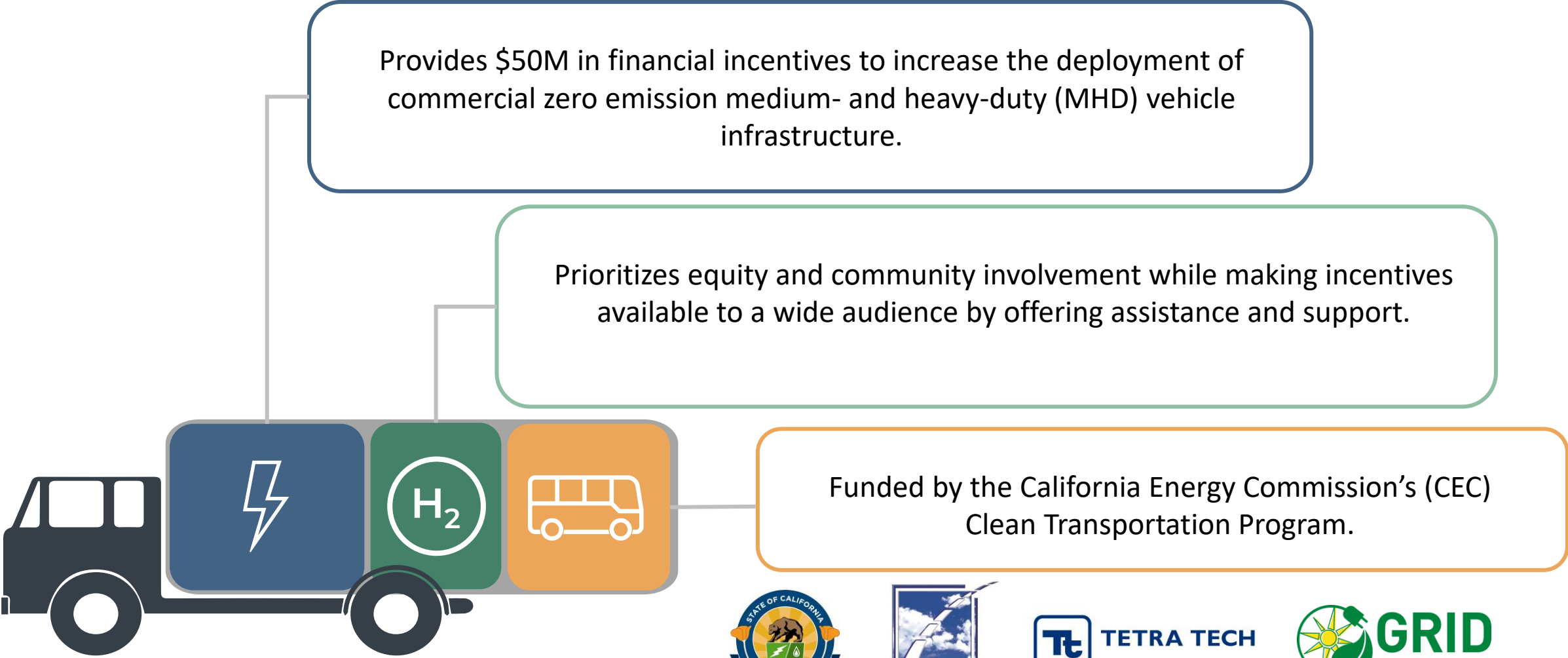
Funding
Advisory
Committee



Overview of EnerglIZE Commercial Vehicles

Overview of EnerglIZE

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles



EnergIIZE Website and Infrastructure Readiness Center (IRC)

EnergIIZE aims to provide:

- Application and technical assistance.
- Project and industry updates through use of a website which will house the IRC.

Resources

Infrastructure Insite, Funding Finder, TCO Calculator

Tools

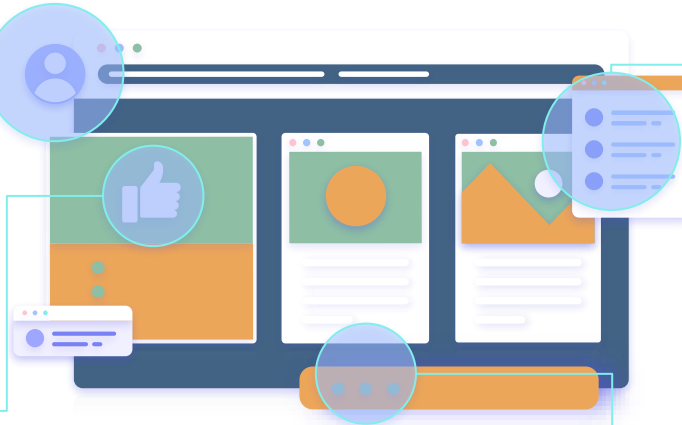
Planning guides and checklists, infrastructure planning FAQs, Site Plan Template, success stories and best practices

Updates

EnergIIZE updates and testimonies on project participation in addition to recordings of past webinars and events

Application Documents

Application forms and Implementation Manual





Who Is Eligible for Incentives and What Technology is Covered?

Eligibility and Funding Lanes



EV Fast Track

Applicants in this funding lane are ready to go and may already have prior experience applying for commercial MHD EV funding



EV Jump Start

Applicants in this funding lane will need to meet specific eligibility criteria and will be allotted more time to submit required documents



EV Public Charging Station

Applicants in this funding lane intend to develop publicly available charging stations for commercial MHD EVs



Hydrogen

Applicants in this funding lane intend to develop a hydrogen infrastructure project for commercial MHD vehicles

Eligibility and Funding Lanes



EV Fast Track

- Owns or has a purchase order for a vehicle(s) registered in the State of California as a result of State or Federal vehicle incentive funded projects including but not limited to: CORE, HVIP, VW, Carl Moyer, AB 617, TIRCP, and CALSTEP CMO. DERA
- Applicant/Recipient must show vehicle purchase order or vehicle proof of ownership.
- MHD off-road equipment does not require vehicle registration, but must be domiciled and operate 75% of its time in the state of CA.



EV Jump Start

- 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
- Fleet Independent owner operators
- Transit Agencies in a designated Disadvantaged Community (according to CalEnviroScreen 3.0)
- School Districts in a designated Disadvantaged Community (according to CalEnviroScreen 3.0)
- Tribal entities
- Non-profit organizations
- Must show proof of vehicle commitment and documentation showing compliance with one or more of the above stipulations.

Eligibility and Funding Lanes



EV Public Charging Station

- Public charging station developers.
- Must show documentation proving adequate utilization and throughput for the proposed public charging station.
- Must install Direct Current Fast-Charge (DCFC) charger capable of charging at 150 kW or greater. Level 2 chargers are not eligible under this category.
- Encouraged to provide infrastructure for at least 1 stub-out capable of accommodating a DCFC charger capable of charging at 350 kW or greater.
- Encouraged to prepare for charging rates of 1MW and higher per plug to accommodate future industry charging demands.



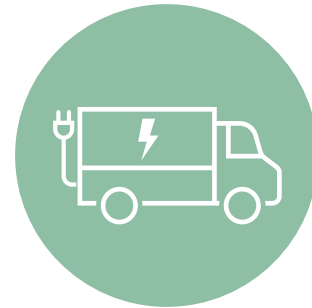
Hydrogen

- For station development of hydrogen refueling (liquid or gaseous) for medium- and heavy-duty zero-emission vehicles.

Equipment Eligible for EnerglIZE Incentives: *MHD Electric Vehicles*



Eligible equipment is from customer side make-ready, where it is not currently offered by utilities, to the vehicle plug/nozzle.



EV

- Level 2 Electric Vehicle Supply Equipment (EVSE)
- DC Fast-Charge EVSE
- Charge Management Software



Make Ready

- Switchgear
- Electrical Panel Upgrades
- Wiring and Conduit
- Meters

Equipment Eligible for EnerglIZE Incentives: *MHD Hydrogen Fuel Cell Vehicles*



Eligible equipment is from customer side make-ready, where it is not currently offered by utilities, to the vehicle plug/nozzle.



Hydrogen

- Compressors
- Liquid and Gaseous Pumps
- Piping and Pipelines
- Dispenser with Hose and Nozzles
- High-Pressure Storage
- On-site Production
- Chillers



Make Ready

- Switchgear
- Electrical Panel Upgrades
- Wiring and Conduit
- Meters

Vendor Eligibility for Participation in EnerglIZE

EnerglIZE Vendors Must...

- 1 *Comply with all applicable laws, ordinances, regulations, and standards.*
- 2 *Meet prevailing wage requirements.*
- 3 *Secure required state, local, county, and city permits.*
- 4 *Ensure pricing for services are reasonable, necessary, and reflect market rates.*
- 5 *Comply with California Public Utilities Code (PUC) section 740.20 requiring EVITP certification (where necessary).*

Vendor Eligibility for Participation in EnerglIZE



**Approved
Vendor**

- ✓ An individual or organization who aids in the completion of a ZEV infrastructure site.
- ✓ **Manage the EnerglIZE application process** for a fleet or independent owner operator.
- ✓ Must **complete an EnerglIZE vendor application** and be vetted by EnerglIZE Staff.



**Preferred
Vendor**

- ✓ An individual or organization who aids in the completion of a ZEV infrastructure site.
- ✓ **May NOT apply on behalf of the fleet** for whom they are providing infrastructure installation services.



How Much Funding Is Available and When?

Eligibility and Funding Lanes



EV Fast Track

Applicants in this funding lane are ready to go and may already have prior experience applying for commercial MHD EV funding



EV Jump Start

Applicants in this funding lane will need to meet specific eligibility criteria and will be allotted more time to submit required documents



EV Public Charging Station





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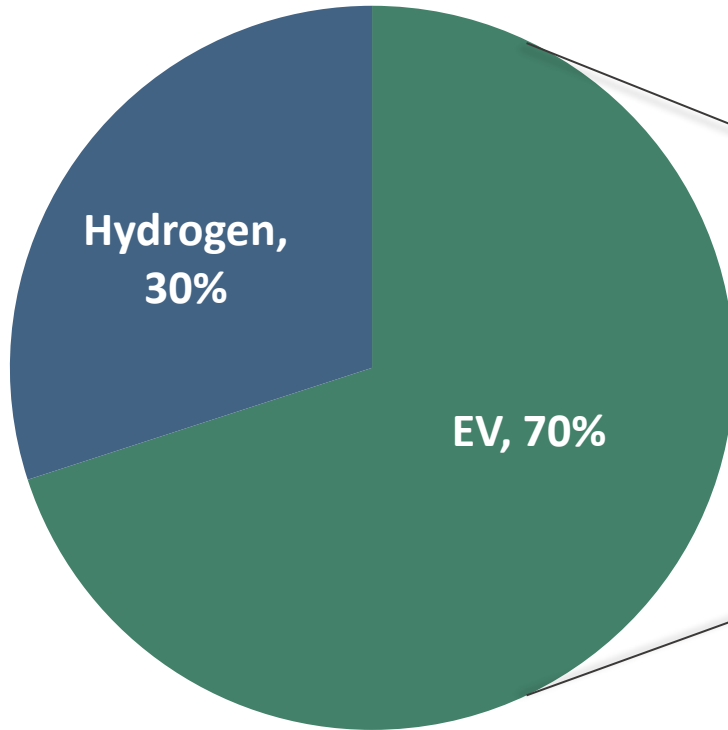
Incentive Structure: Summary

Applicant Category	EV Fast Track	EV Jump Start	EV Public Charging Station	Hydrogen
Application	First Come, First Served	Competitive	Competitive	Competitive
Incentive Structure	50% of Hardware and Software Costs Incurred* 	75% of Hardware and Software Costs Incurred 	50% of Hardware and Software Costs Incurred* 	50% of Hardware and Software Costs Incurred* 
Project Cap	\$500k*	\$750k	\$500k*	\$2M*

**If an applicant participates during a funding lane other than Jump Start but meets one or more of the criteria outlined in Jump Start, that project is eligible for the incentive structure outlined under Jump Start. In which case, they are eligible for 75% of eligible costs and an increased project cap of \$750k (\$3M for hydrogen).*

Incentive Structure: Funding Breakdown

Distributing funds to hydrogen and electric vehicle projects with a focus on equity.



60% of Project Funds Support Equity Goals



How much funding will go towards equity projects?

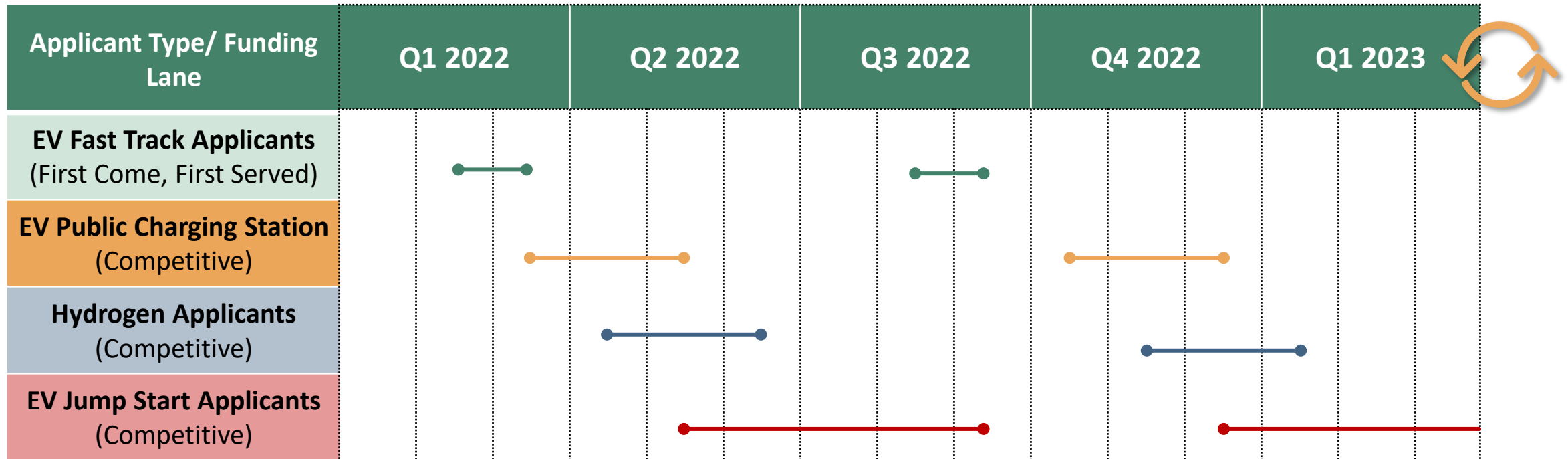
A minimum of 60% of total project funds will be awarded to projects that support equity goals.



When Can I expect to receive funds?

Incentives are paid towards eligible costs throughout the project.

Incentive Structure: Proposed Funding Timeline



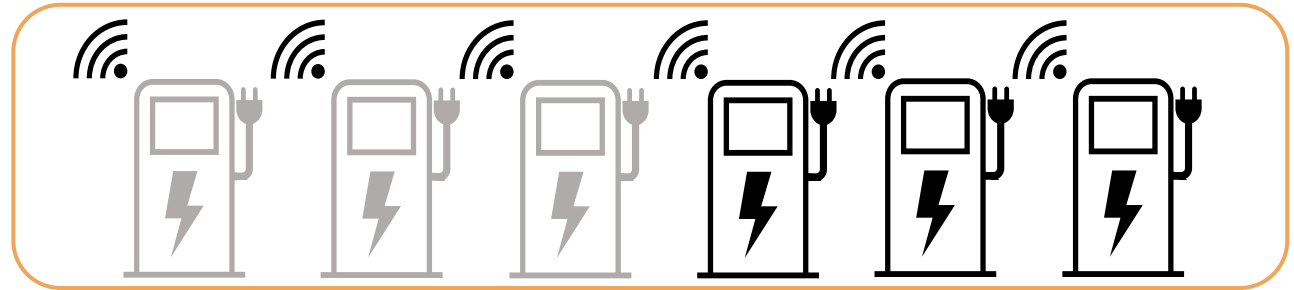
Incentive Structure – Example Projects

Example 1

A goods delivery EV fleet is chosen during the EV Fast Track funding lane and provides a paid invoice showing the following:



6x150 kW EVSE:	\$1,200,000
One-time Software Cost:	\$70,000
Construction & Labor:	\$325,000
Permits:	\$23,000
PROJECT TOTAL:	\$1,618,000
ELIGIBLE SUBTOTAL:	\$500,000

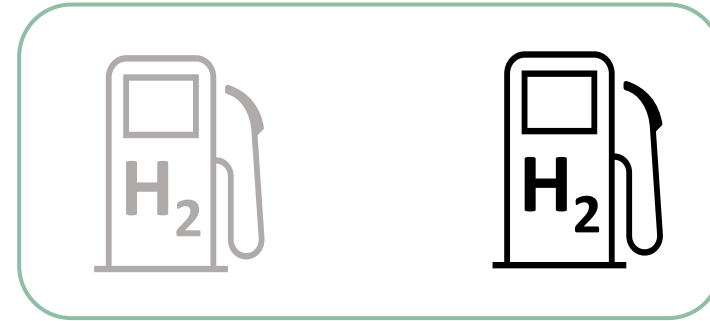


- ⚡ Costs incurred towards the EVSE and software **totals \$1,270,000**.
- ⚡ EnergIIZE provides **incentives for 50%** of the equipment costs, which equates to **\$635,000**.
- ⚡ This is **greater than the \$500,000 cap** for EV Fast Track projects.
- ⚡ Therefore, **incentives would not exceed \$500,000** for this project.

Incentive Structure – Example Projects

Example 2

A hydrogen station developer is chosen during the Hydrogen funding lane and provides a paid invoice showing the following:



Electrolyser:	\$1,000,000
Dispensing & Storage:	\$900,000
Construction & Labor:	\$250,000
Permits:	\$75,000
PROJECT TOTAL:	\$2,225,000
ELIGIBLE SUBTOTAL:	\$950,000

- H₂** Costs incurred towards the electrolyser, hydrogen dispensing equipment, and hydrogen storage equipment **total \$1,900,000.**
- H₂** EnergIIZE provides **incentives for 50%** of the equipment costs, which equates to **\$950,000.**
- H₂** This is **less than the \$2,000,000 cap** for hydrogen projects.
- H₂** Therefore, this project would likely receive **\$950,000 in incentives.**

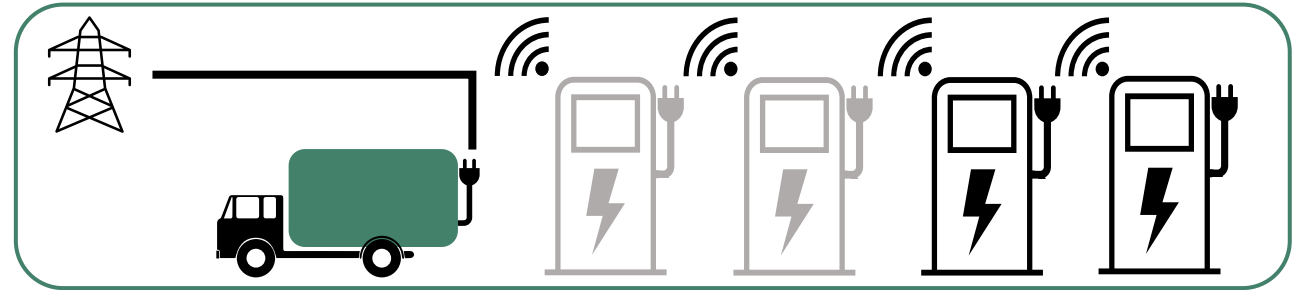
Incentive Structure – Example Projects

Example 3

A **transit bus depot located in a DAC** is chosen during EV Jump Start. They provide a paid invoice for the following:



4x120 kW EVSE:	\$500,000
Cust. Side Make-Ready:	\$650,000
One-time Software Cost:	\$50,000
Construction & Labor:	\$300,000
Permits:	\$20,000
PROJECT TOTAL:	\$1,520,000
ELIGIBLE SUBTOTAL:	\$750,000



- ⚡ Costs incurred towards the EVSE, customer side make-ready equipment, and software **totals \$1,200,000**.
- ⚡ EnergIIZE provides incentives for **75% of the equipment costs**, which equates to **\$900,000**.
- ⚡ This is **greater than the \$750,000 project cap**.
- ⚡ Therefore, incentives would not exceed **\$750,000** for this project.



How Do I Submit Comments?

How Do I Submit Comments?

- Email infrastructure@CALSTART.org with comments
- Timeline
 - **Public Comment period:** November 17, 2021 – December 3, 2021
 - **Implementation Manual finalized:** December 2021
 - **Website Launch:** December 2021
 - **First funding wave opens:** Q1 2022

Contact Us



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