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<thead>
<tr>
<th><strong>Docket Number:</strong></th>
<th>21-TRAN-04</th>
</tr>
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<tbody>
<tr>
<td><strong>Project Title:</strong></td>
<td>Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE Commercial Vehicles)</td>
</tr>
<tr>
<td><strong>TN #:</strong></td>
<td>240636</td>
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<td><strong>Document Title:</strong></td>
<td>EnergIIZE Public Meeting Slides by CalStart</td>
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<tr>
<td><strong>Description:</strong></td>
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<td><strong>Filer:</strong></td>
<td>System</td>
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<tr>
<td><strong>Organization:</strong></td>
<td>CalStart/Amanda Le</td>
</tr>
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<td><strong>Submitter Role:</strong></td>
<td>Public</td>
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<tr>
<td><strong>Submission Date:</strong></td>
<td>11/18/2021 1:59:23 PM</td>
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<td>11/18/2021</td>
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Comment Received From: Amanda Le
Submitted On: 11/18/2021
Docket Number: 21-TRAN-04

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
EnergIIIZE Commercial Vehicles

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles

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

Alycia Gilde
Sr. Director

Amy Gower
Sr. Project Manager

Geoff Cook
Project Manager

Falisha Lucas
Sr. Project Manager

Dillon Kadish
Intern

Kiara Cruz
Project Manager

Amanda Le
Project Manager

Nathan Fernandez
Project Manager

Matt Kozuch
CEC CAM

Ralph Troute
Technical Advisor
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.

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 EnergIIIZE resources and upcoming events.
Agenda

• Background and Overview of EnergIIZE
• Project and Technology Eligibility
• Incentive Structure
• Public Comments
Background on EnergIIIZE Project
Design: How Did We Get Here?
Transparency
Industry and community stakeholder engagement across all aspects of project design.

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

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

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

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

Funding
Advisory workgroup enhances applicant access to adequate project funding.
Overview of Stakeholder Engagement Process
Since April 2021, the EnergIIIZE Team has engaged more than 282 individuals including:

Industry & Technology Stakeholders
• Electric Vehicle Service Providers (EVSPs)
• Fleet operators
• Small fleet operators
• Hydrogen suppliers and distributors
• Hydrogen equipment manufacturers
• Hydrogen fleet users
• Design and engineering firms
• Trucking organizations
• Transit agencies
• Vehicle original equipment manufacturers (OEMs)

Community 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

Agency and Funding Advisory 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
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

Measure our performance and progress against goals and objectives
Overview of EnergIIIZE Commercial Vehicles
Overview of EnergIIIZE

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles

Provides $50M in financial incentives to increase the deployment of commercial zero emission medium- and heavy-duty (MHD) vehicle infrastructure.

Prioritizes equity and community involvement while making incentives available to a wide audience by offering assistance and support.

Funded by the California Energy Commission’s (CEC) Clean Transportation Program.
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.
**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.


- 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 EnergIIZE 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 EnergIIZE 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 EnergIIZE

EnergIIZE 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 EnergIIZE

**Approved Vendor**
- ✓ An individual or organization who aids in the completion of a ZEV infrastructure site.
- ✓ Manage the EnergIIZE application process for a fleet or independent owner operator.
- ✓ Must complete an EnergIIZE vendor application and be vetted by EnergIIZE 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**: 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.
Incentive Structure: Summary

<table>
<thead>
<tr>
<th>Applicant Category</th>
<th>EV Fast Track</th>
<th>EV Jump Start</th>
<th>EV Public Charging Station</th>
<th>Hydrogen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application</td>
<td>First Come, First Served</td>
<td>Competitive</td>
<td>Competitive</td>
<td>Competitive</td>
</tr>
<tr>
<td>Incentive Structure</td>
<td>50% of Hardware and Software Costs Incurred*</td>
<td>75% of Hardware and Software Costs Incurred</td>
<td>50% of Hardware and Software Costs Incurred*</td>
<td>50% of Hardware and Software Costs Incurred*</td>
</tr>
<tr>
<td>Project Cap</td>
<td>$500k*</td>
<td>$750k</td>
<td>$500k*</td>
<td>$2M*</td>
</tr>
</tbody>
</table>

*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.

- **Hydrogen**, 30%
- **EV**, 70%

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

<table>
<thead>
<tr>
<th>Applicant Type/ Funding Lane</th>
<th>Q1 2022</th>
<th>Q2 2022</th>
<th>Q3 2022</th>
<th>Q4 2022</th>
<th>Q1 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EV Fast Track Applicants</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(First Come, First Served)</td>
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</tr>
<tr>
<td><strong>EV Public Charging Station</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Competitive)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Hydrogen Applicants</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Competitive)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EV Jump Start Applicants</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Competitive)</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>6x150 kW EVSE:</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>One-time Software Cost:</td>
<td>$70,000</td>
</tr>
<tr>
<td>Construction &amp; Labor:</td>
<td>$325,000</td>
</tr>
<tr>
<td>Permits:</td>
<td>$23,000</td>
</tr>
<tr>
<td><strong>PROJECT TOTAL:</strong></td>
<td><strong>$1,618,000</strong></td>
</tr>
<tr>
<td><strong>ELIGIBLE SUBTOTAL:</strong></td>
<td><strong>$500,000</strong></td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Electrolyser</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Dispensing &amp; Storage</td>
<td>$900,000</td>
</tr>
<tr>
<td>Construction &amp; Labor</td>
<td>$250,000</td>
</tr>
<tr>
<td>Permits</td>
<td>$75,000</td>
</tr>
<tr>
<td><strong>PROJECT TOTAL</strong></td>
<td><strong>$2,225,000</strong></td>
</tr>
<tr>
<td><strong>ELIGIBLE SUBTOTAL</strong></td>
<td><strong>$950,000</strong></td>
</tr>
</tbody>
</table>

Costs incurred towards the electrolyser, hydrogen dispensing equipment, and hydrogen storage equipment total **$1,900,000**.

EnergIIZE provides incentives for 50% of the equipment costs, which equates to **$950,000**.

This is less than the **$2,000,000 cap** for hydrogen projects.

Therefore, this project would likely receive **$950,000 in incentives**.
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
  o Public Comment period: November 17, 2021 – December 3, 2021
  o Implementation Manual finalized: December 2021
  o Website Launch: December 2021
  o First funding wave opens: Q1 2022
Contact Us

877-ENR-GIZE
877-367-4493

infrastructure@CALSTART.org

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