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EnergIIZE COMMERCIAL VEHICLES

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

Effective from: September 21, 2023

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

STATE OF CALIFORNIA ENERGY COMMISSION SINCE 1975

CALSTART

Summary of Revisions Q4 2023

- Organization and Formatting
  - Changed section numbering so that Introduction and Overview is now Section 1, as opposed to numbering beginning with the List of Acronyms.
  - Re-arranged sections so that all eligibility requirements are in the same section (new Section 3).
  - Updated formatting of Implementation Manual for greater consistency and to improve readability.
- Terminology
  - Standardized use of terms Applicant, Participant, Recipient, Awardee, etc.
  - Removed all references to application packet as we have transitioned over to an online application system.
  - Changed Jump Start Criteria to "Jump Start Equity Criteria" throughout for clarity.
  - Moved away from term "shovel ready" and instead point toward readiness tiers.
  - Provided definition/overview of the purpose of each funding lane in the Introduction and Overview section (Section 1.3).
- Public Charging Station Funding Lane
  - Provided new definition for publicly available site as opposed to just "public" or "open to the public."
  - Modified and updated language to make more explicit what is meant by a shared charging site as opposed to publicly available. There is now more flexibility for sites that will be shared by multiple fleets.
  - Implemented reservation systems for sites funded under this lane (may not be an eligible expense).
- Other
  - Explicitly stated that EV Jump Start is for EV equipment, not hydrogen, in Section 1.3.2 to reduce confusion.
  - Added one-time charge management software as eligible expense in Section 3.5. This was described as an eligible expense elsewhere in the document but not under EV Charging Equipment Cost Eligibility.
  - Changed extension policy. In addition, the description extension policy was moved from Step 2 to Step 1. Extensions may be requested after the completion of Step 1. See Section 5 for further details.

Table of Contents

List of Acronyms

Acronym	Description
AB	Assembly Bill
ADA	Americans with Disability Act
AHJ	Authority Having Jurisdiction
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
BEV	Battery-Electric Vehicle
CaaS	Charging as a Service
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CES 4.0	CalEnviroScreen 4.0
CGA	Compressed Gas Association
CSA	Canadian Standards Association
DCFC	Direct Current Fast Charger
EnergIIZE	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
FCEV	Fuel Cell Electric Vehicle
GVWR	Gross Vehicle Weight Rating
HGV	Hydrogen Gas Vehicle
HSP	Hydrogen Safety Plan
IEC	International Electrotechnical Commission
IEEE	Institute of Electrical and Electronics Engineers
IETF	Internet Engineering Task Force
IM	Implementation Manual
IOU	Investor-Owned Utility
IP	Internet Protocol
IPC	Incentive Processing Center
ISO	International Organization for Standardization
kW	Kilowatts
lbs.	Pounds
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
NRTL	Nationally Recognized Testing Laboratory

OCPP	Open Charge Point Protocol
OSHA	Occupational Safety and Health Administration
PNNL	Pacific Northwest National Laboratory
PO	Purchase Order
PUC	Public Utilities Code
SAE	Society of Automotive Engineers
SB	Senate Bill
SME	Subject Matter Expert
TLS	Transport Layer Security
V2G	Vehicle to Grid
VGI	Vehicle Grid Integration
ZE	Zero-Emission
ZEV	Zero-Emission Vehicle

Key Terms

Adjusted Project Cost

Total project costs adjusted for eligible project expenses and project caps. For example, total project costs minus any non-Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIIZE) reimbursable expenses.

Applicant

The individual, organization, or company who completes and submits the EnergIIZE application 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 identification number (tax ID). An Applicant may also be an Application Partner. For the EV Public Charging Station funding lane, an Applicant may also be a site owner, authorized lessee, or an authorized representative. See an overview of funding lane specific requirements in Section 1.3 Definition of EnergIIZE Funding Lanes and detailed eligibility criteria in Section 3 Eligibility.

An Applicant is limited to one application per active site or address. The EnergIIZE team will verify this by requiring the Recipient (see definition on page 11) of each application to be associated with a unique tax ID. In addition, the EnergIIZE team reserves the right to interview Applicants to determine whether Applicants are distinct or if one parent organization is benefitting from multiple applications submitted by their subsidiaries. A site is considered active until it is commissioned, has completed the final EnergIIZE step outlined in Section 5 EnergIIZE Application Process, and is fully operational.

An Application Partner 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 EV Public Charging Station 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 electric vehicle (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's team must be performing a critical role toward the implementation of the project. This may include an

Application Partner, Installation Partner, commercial fleet, vehicle operator, and/or site owner/lessee. The Applicant is considered the prime and primary point of contact for all incentive and project-related communications.

California Environmental Quality Act (CEQA)

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 (CaaS)

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 it typically provides a solution for equipment, installation, software, site maintenance, and/or driver support for an agreed-upon recurring fee. The service may be onsite or offsite relative to the fleet's primary business address.

Commercial Fleet

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

Community-Based Organization (CBO)

A public or private nonprofit organization that is representative of a community or segments of a community.

Disadvantaged Communities (DACs)

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

1) Those communities in the 75th to 100th percentile (top 25 percent) of CalEnviroScreen 4.0 (CES 4.0) scores;
2) Census tracts lacking overall scores in CES 4.0 due to data gaps but receiving the highest 5 percent of CES 4.0 cumulative pollution burden scores;

3) Census tracts identified in the 2017 DAC designation, regardless of their scores in CES 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 low-income community (LIC), EnergIIZE will utilize the site address rather than parcel.

Domiciled (verb)

To reside or be based in a particular location.

Eligible Equipment

Equipment ranging 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 (ZEV)—gross vehicle weight rating (GVWR) of 8,501 pounds (lbs.) and greater—as defined by the U.S. Environmental Protection Agency. For off-road equipment without a GVWR, the vehicle's motor must be at least 19 kilowatts (kW) and if applicable, a lift capacity of at least 8,001 lbs.

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

An Applicant may not receive double incentives for any single piece of equipment. EnergIIZE staff will validate this requirement through information provided in the application. See EV Charging Equipment Cost Eligibility for specific requirements.

Low-Income Community (LIC)

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

Priority Communities

Collectively refer to DACs as defined above, or LICs and households 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

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 change is still considered one project and maintains all the rights and limitations applicable as defined within this IM.

Project Partners

The terms Vendor, Approved Vendor, and Preferred Vendor have been updated to EnergIIZE Project Partners, Application Partners, and Installation Partners. The roles remain the same.

EnergIIZE maintains a list of partners who can assist in the completion of a ZEV infrastructure incentive application and construction project. EnergIIZE Project Partners fall under two categories: Application Partners and Installation Partners. Application Partners are intended to fulfill more of a project management and advisory role. Installation Partners fulfill more of a contractor's role and perform the physical construction and installation. It is possible for an EnergIIZE Project Partner to be both an Application Partner and an Installation Partner. Detailed definitions for each type of EnergIIZE Project Partner are provided below:

1) Application Partner – An individual, organization, or company who may apply on behalf of a commercial fleet, site owner, or public/shared charging/refueling site and manage the EnergIIZE application process for said client. Application Partners must be vetted by EnergIIZE staff and complete the EnergIIZE Project Partner application (previously called the Approved Vendor/Installer application) which can be found on the EnergIIZE website (www.energiize.org). Vetted Application Partners are not automatically Installation Partners; they must apply to be an

Installation Partner as well. Application Partners are not necessarily required to carry a valid Contractors State License Board (CSLB) number, for example, and consultants or project managers could be Application Partners. Application Partners may apply more than once provided the client and site they are applying on behalf of otherwise meets the eligibility requirements listed in Section 3 Eligibility and funding lane definitions in Definition of EnergIIZE Funding Lanes.

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

Recipient

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

Total Project Cost

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

Vehicle to Grid (V2G)

A charging technology that allows energy in an EV 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.

1 Introduction and Overview

1.1 Project Background

In April 2021, the California Energy Commission (CEC) announced that $50 million in Clean Transportation Program funding would be awarded to CALSTART[1] 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 Project (EnergIIZE) was created to address the needs of MD/HD zero-emission vehicles (ZEVs) in California through financial incentives toward the purchase of infrastructure equipment, network, and software costs. EnergIIZE maintains an equitable approach toward 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. 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 GRID Alternatives to provide advisory support for the equity-focused project design.[2]

There are several key pieces of policy that provide the overall framework and funding to support EnergIIZE. In September 2020, Governor Newsom signed Executive Order N-79-20[3] mandating the transition of all MD/HD vehicles in California to ZEVs by 2045 and 2035 where possible for drayage trucks. Additionally, the Advanced Clean Truck[4] and the Innovative Clean Transit[5] 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 ZE 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] EnergIIZE is implemented through support provided by a CEC block grant awarded to CALSTART via a competitive grant solicitation process.

[2] From 2021 through October 2022

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

[4] For more information, please see https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2019/act2019/fro2.pdf.

[5] 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.

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 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 (IM), 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 distinct lanes. Each lane is tailored to aid in an equitable application and funding process across the state.

This IM may be periodically updated to clarify program requirements and improve effectiveness. This IM and any updates will be posted on the EnergIIZE website at www.energiize.org. Project Applicants are responsible for checking the EnergIIZE website on an ongoing basis for the latest updates.

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

1.2 Commitment to Diversity and Equity

EnergIIZE staff and 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 conducting outreach, hosting workshops, and incorporating public feedback into funding opportunities.

The Fiscal Year 2021-2022 Clean Transportation Program Investment Plan states that "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 and disadvantaged communities" (see Key Terms). 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. EnergIIZE's project design 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 communities (DACs) and

low-income communities (LICs).

The Office of Environmental Health Hazard Assessment 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 and reproducible and which reflect best practices. The scores are then mapped in CES 4.0 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, or top 25 percent, of CES 4.0 represent DACs as defined by Senate Bill (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, the California Environmental Protection Agency (CalEPA) expanded the designation[6] of DACs to include:

- Census tracts receiving the highest 25 percent of overall scores in CES 4.0.
- Census tracts lacking overall scores in CES 4.0 due to data gaps but receiving the highest 5 percent of CES 4.0 cumulative pollution burden scores.
- Census tracts identified in the 2017 DAC designation, regardless of their scores in CES 4.0.[7]
- 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 IM refers to DACs and LICs to: (1) identify equity communities; (2) identify minimum investment thresholds; (3) assist Applicants in applying; and (4) enable CEC and CALSTART to understand projects, applications, and benefits. Further details are provided in later sections under each funding lane.

1.3 Definition of EnergIIZE Funding Lanes

This section describes the four 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

[6] See https://webmaps.arb.ca.gov/PriorityPopulations3/ for 2017 DAC designation.

[7] See https://webmaps.arb.ca.gov/PriorityPopulations3/ for 2017 DAC designation.

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 funding lanes, detailed further below, are EV Fast Track, EV Jump Start, EV Public Charging Station, and Hydrogen. Regardless of funding lane, projects must be for MD/HD ZEV infrastructure only. Funding lane specific eligibility requirements can be found in Section 3.2 Funding Lane Specific Requirements.

1.3.1 EV Fast Track

EV Fast Track is intended for electric vehicle (EV) charging infrastructure projects with an associated commercial fleet or vehicle operator. Applicants are asked to show that they have a well-defined plan along with elements of project readiness already in process. The project must be ready to go according to defined readiness tiers (see Section 3.2 Funding Lane Specific Requirements). The application process for this funding lane is first-come, first-served and prioritized by project readiness.

1.3.2 EV Jump Start

EV Jump Start is intended for EV charging infrastructure projects with an associated commercial fleet or vehicle operator and that meet EnergIIZE EV Jump Start Equity Criteria (see Funding Lane Specific Requirements and Appendix G – Jump Start Certification Form for specific requirements). Applicants are asked to provide a vehicle commitment form indicating they own or plan to acquire MD/HD EV(s). The application process is competitive, and applications are scored on criteria demonstrating project readiness, cost effectiveness, and community engagement and benefit.

1.3.3 EV Public Charging Station

EV Public Charging Station is intended for site owners, developers, or others interested in deploying publicly available or shared charging infrastructure for MD/HD EV(s). The application process is competitive and applications are scored on criteria demonstrating project readiness, cost effectiveness, and community engagement and benefit.

1.3.4 Hydrogen

The Hydrogen funding lane is intended for commercial fleets, site owners, or others who seek to deploy hydrogen refueling infrastructure for MD/HD hydrogen fuel cell vehicles (FCEVs). The application process is competitive and applications are scored on criteria demonstrating project readiness, cost effectiveness, and community engagement and benefit.

2 Incentive Structure

Table 1 describes the incentive structure for EnergIIZE across all four funding lanes, including eligible costs, project caps, and type of application.

Table 1: Incentive Structure

Lane Characteristics	EV Fast Track	EV Jump Start	EV Public Charging Station	Hydrogen
Type of Application	First Come, First Served	Competitive	Competitive	Competitive
Maximum Incentive Offering	50 percent of Adjusted Project Costs Incurred*	75 percent of Adjusted Project Costs Incurred**	50 percent of Adjusted Project Costs Incurred*	50 percent of Adjusted Project Costs Incurred*
Maximum Project Cap	$500,000*	$750,000	$500,000*	$3 million*

**See Section 2.3 for information on Applicants/Applicant Teams meeting EV Jump Start Equity Criteria.*

***See Section 3.6 for more information on soft costs eligible for incentives in the EV Jump Start funding lane.*

Note that incentives may cover up to but no more than 100 percent of per item costs. The Recipient is awarded an amount up to the applicable maximum incentive offering percentage of total project costs not to exceed the applicable maximum project cap. Unless otherwise stipulated in this IM, EnergIIZE does not provide incentives toward costs outside of those outlined in Section 3 Eligibility.

2.1 Application Types

EnergIIZE 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, EV Public Charging Station, or Hydrogen) shall be

considered on a competitive basis. At this time, the Charging as a Service (CaaS) business model is permitted only in Q4 2023 as a trial for EV Public Charging Station within the definition of eligibility provided in Section 3.2.3 EV Funding Lane: Public Charging Station but may be expanded in the future.

2.2 Incentive Offerings and Project Caps

EnergIIZE provides incentives for equipment, extended equipment warranty, network, and charge management software up to described project caps (see Section 3.5 EV Charging Equipment Cost Eligibility and Section 3.8 FCEV Fueling Equipment Cost Eligibility for further details). EnergIIZE funds may be used in conjunction, or stacked, with sources of outside funding such as local or air district funds, grants, and/or private investments, but **they may not be stacked with other CEC funds**. Under no circumstances may total incentive, grant, or Applicant/Recipient funds from combined sources exceed total project cost. Incentive contributions must remain separate from other funding sources for purposes of accounting, such that the total cost for an item or piece of equipment is fully assigned 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. EnergIIZE incentives must be fully redeemed before additional applications are submitted.

2.3 Applicants Meeting EV Jump Start Equity Criteria

While EnergIIZE established the EV Jump Start funding lane, criteria were developed with equity as its primary focus (see Section 1.3 Definition of EnergIIZE Funding Lanes). This funding lane is dedicated solely to commercial fleets that meet these criteria, however, there may be instances where Applicant Teams from another lane also meet similar criteria. If an Applicant Team participates during a funding lane other than EV Jump Start but meets one or more of the criteria mentioned in the EV Jump Start Equity Criteria, that project may be eligible for the incentive structure outlined under EV Jump Start. This includes hydrogen fueling projects.

For instance, a transit district may have participated in state incentive vehicle programs and can produce a purchase order (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 funding lane who meet one or more of the EV Jump Start Equity Criteria shall also be eligible to receive incentives covering 75 percent of equipment but with a $4 million

project cap.

2.4 Milestone Payments

EnergIIZE provides milestone payments for eligible costs incurred throughout the life cycle 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 toward 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.

Incentive recipients shall use the milestone payments schedule and request form to detail their anticipated funding needs. This form will be provided to recipients and shall accompany reimbursement requests, in accordance with the project's payment schedule.

3 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 IM, EnergIIZE does not currently provide incentives toward costs outside of those outlined in the following section. Any applicable sales tax or shipping fees associated with eligible costs are not covered under EnergIIZE.

3.1 Eligibility for Participation in EnergIIZE

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

1) A business, organization, or individual responsible for the operation of a MD/HD ZEV (Class 2B and above) in the State of California who will own and operate infrastructure to support their MD/HD vehicles.[8]
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

[8] For off-road equipment without a gross vehicle weight rating (GVWR), the vehicle's motor must be at least 19 kilowatts (kW) and if applicable, a lift capacity of at least 8,001 pounds (lbs.).

above.[9]

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

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 during an open application window.

3.2 Funding Lane Specific Requirements

3.2.1 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 EVs. Applicants are asked to show that they have a well-defined plan along with elements of project readiness already in process. Permitting readiness, charger quotes, and lead times, along with site viability (i.e., site verification form) will all assist in funneling applicants into readiness tiers (see Table 2).

*CaaS applications may be submitted for the EV Fast Track lane, but an associated fleet or vehicle operator must meet 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:*

1) Can provide proof of ownership of MD/HD EV(s) registered in the State of California.
2) Can provide proof of PO for MD/HD EV(s) to be registered in the State of California.
3) Can show proof of 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), Volkswagen, Carl Moyer, AB 617,[10] Transit and Intercity Rail Capital Program, California Secure Transportation Energy Partnership,

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

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

Clean Mobility Options, and Diesel Emissions Reduction Act.

a. EnergIIZE team will accept vehicle lease agreement (of at least five years) as an acceptable form of vehicle PO for EV Fast Track and CaaS.

4) MD/HD off-road equipment does not require vehicle registration but must reside and operate 75 percent of its time in the State of California.

5) Fleets associated with a CaaS application 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 ready to go according to the readiness tiers described below. Projects will be awarded according to these metrics, which are built into the application process. Project readiness shall be determined by the Applicant's ability to provide the documents outlined in Table 2 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)
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)

The scoring and ranking of applications[11] will follow these procedures:

[11] AB 1236, codified in California Government Code Section 65850.7, requires all California cities and counties to develop an expedited, streamlined permitting process for EV charging stations and to limit EV charging station 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 ZEVs.

1) Projects will be sorted into tiers (1, 2, and 3).
2) Within each tier, projects are sorted by timestamp.
3) Awards are 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 EnergIIZE standard procedures listed in Appendix H – Scoring Rubric and Qualitative Questions.

3.2.2 EV Jump Start

*If **any** of the following apply to the project's commercial fleet or vehicle operator, the project is eligible for participation during this funding lane (see Appendix G – Jump Start Certification Form for details and accepted documentation):*

1) California federally recognized Tribes and California Tribal Organizations (as defined by Health and Safety Code Section 44270.3(a)(4)),[12] or Non-Government Organization Serving Tribal entities.[13]
2) Small business as recognized by the California State Legislative Code, Section 14837(d).[14]

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/

[12] For more information, please see https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC&sectionNum=44270.3.

[13] Such Tribal Organizations are 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."

[14] For more information, please see https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=14837.&lawCode=GOV#.

3) Certified Minority Business Enterprise as defined by California Public Contract Code, Article 12,[15] Woman-Owned Small Business, Veteran-Owned Small Business, or LGBT-Owned Small Business.

4) Public Transit System serving a designated DAC or LIC (see Key Terms) and meeting one of the following requirements:

   a. The address of the infrastructure to be built using EnergIIZE funds is located within a DAC or LIC census tract; OR

   b. At least 50 percent of applicable routes or coverage areas are within DACs and/or LICs.

5) School district whose infrastructure would be located in a designated DAC or LIC, and/or a school district serving greater than 50 percent free and reduced-price meals to students or in another program for economically disadvantaged students.

6) Commercial fleet that is a 501 nonprofit 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:

   a. The nonprofit organization must have been incorporated for at least one year prior to the time of application submittal.

   b. The nonprofit organization must at all times be registered and in active/good standing with the California Secretary of State. (Certain nonprofits that are Tribally chartered corporations under Tribally enacted laws may be exempt from registration with the California Secretary of State.)

   c. The organization must be based in California or have at least one full-time staff person based in California.

7) Commercial fleet recharging infrastructure that is in a designated DAC (see Key Terms).

[15] 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.

8) Commercial fleet recharging infrastructure that is in an LIC (see Key Terms).

3.2.3 EV Public Charging Station

If any of the following apply to the Applicant Team and project, the project is eligible for participation during this funding lane:

1) Applicant Team includes an EV shared charging station developer, site owner, CaaS vendor, authorized lessee, or an authorized representative of a site where EV infrastructure will be installed and intended for shared use by two or more MD/HD fleets.
2) Applicant Team includes an EV public charging station developer, site owner, CaaS vendor, authorized lessee, or an authorized representative of a site where publicly available EV infrastructure will be installed and accessible to MD/HD EVs. The primary purpose of the proposed infrastructure is to be publicly available. Reservation systems may be utilized to facilitate access and promote higher rates of utilization and throughput.
3) Applicant Team includes a CaaS vendor of EV infrastructure for a project matching the description of either item 1 or 2 above, but chargers will be provided through the CaaS business model.

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

1) EnergIIZE provides incentives for inductive chargers, Level 2 chargers, and direct current fast chargers (DCFCs). To meet incentive requisites, the chargers specified for the project scope must be capable of meeting MD/HD vehicle duty cycle requirements while remaining within utility capacity as identified by the one line and utility load calculations.
2) The minimum power rating for electric vehicle supply equipment (EVSE), inductive charging system, or pantograph charging system shall not be less than 7 kW.
3) At the time of application, applicant teams are encouraged to provide documentation proving adequate estimated utilization and throughput for the proposed project (see Qualitative Questions in Appendix H – Evaluation, Scoring Rubric, and Qualitative Questions)

3.2.4 Hydrogen

If the following criteria apply, the project is eligible for participation during this funding lane:

1) Must be for MD/HD FCEV infrastructure projects only.
2) May be for public, shared, or private commercial fleet use by MD/HD FCEVs.
3) Please note that there are Hydrogen lane specific application requirements, technology eligibility, and Critical Milestones. See Critical Milestone 1 in Appendix B – Hydrogen Fueling Station Critical Milestones.

3.3 Requirements for All Infrastructure Equipment

Regardless of whether equipment is used to fuel FCEVs or charge battery-electric vehicles (BEVs), it must meet the following minimum criteria:

1) 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 ZEV equipment, a rating of NEMA 3R or greater is required.
2) Must, upon installation, include the ability to provide recharging or refueling to a MD/HD ZEV.
3) Must have a product warranty that lasts at least the length of the EnergIIZE agreement—five years—from commissioning. This may be an extended warranty or an existing product warranty depending on the service provider.
4) Must be compliant with the most recent revision of National Institute of Standards and Technology (NIST) Handbook 130 and NIST Handbook 44.

3.4 Requirements for EV Charging Equipment

EV charging equipment must meet the following criteria:

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.
2) **Must facilitate vehicle-charger interoperability.**

a. Eligible charging equipment shall utilize charging connectors and charging interfaces that are compatible for use with MD/HD vehicles sold by multiple original automotive equipment manufacturers for widespread use across California and North America. Examples of these connectors and inlets shall be J1772 CCS1, Society of Automotive Engineers (SAE) J3105, or SAE J3068.

b. Should the Applicant want to utilize a non-compliant (SAE) connector, this must be part of a dual port EVSE where one connector of the dual output shall be an SAE compliant connector. Examples of SAE compliant connectors include J1772 CCS1, SAE J3105, or SAE J3068.

c. Inductive charging systems are also permitted.

d. For CCS1 or J3105 interfaces, charger equipment must be International Organization for Standardization (ISO) 15118 ready.

e. For CCS1 and J3105/2 interfaces, charger equipment must have powerline carrier-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.

3) **All charging equipment shall be capable of (at a minimum):**

a. Securing management and storage of keys and certificates.

b. 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.

c. Remotely receiving updates to activate or enable ISO-15118 use cases.

d. Connecting to a backend network.

4) **Must be networked to the following specifications:**

a. 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 EVSE. Beginning January 1, 2024, CEC will require either Core/Subset Certification or Security Certificate OCPP 1.6 compliance.[16] Proprietary network software may be used if EVSE is

[16] For more information, please see https://www.openchargealliance.org/certification/ocpp-16-certi]\fication/.

capable of communicating with any OCPP compliant network provider. It is further recommended that all EV service providers (EVSP) and network providers prepare for implementation of Full Certificate OCPP 1.6 requirements and later, certification to OCPP v2.0.1.

b. Network connectivity (one of the following):
    i. 4G LTE cell phone equipment with a 3 dB exterior mounted antenna.
    ii. Institute of Electrical and Electronics Engineers (IEEE) 802.3 for Ethernet for local- or wide-area network applications (requires an internet protocol (IP) address and registered).
    iii. IEEE 802.11n for high bandwidth wireless networking.
c. Ability to receive remote software updates, real-time protocol translation, encryption, and decryption:
    i. IP-based processor must support multiple protocols.
    ii. Compliant with Transmission Control Protocol/IP and Ipv6.
d. Be able to connect to a network's back-end software.
e. Additional means of network communication are allowable and may include the following:
    i. Automated Demand Response (Open ADR, International Electrotechnical Commission (IEC) 62746-10-1 ED1).
    ii. Those outlined by the Smart Grid Interoperability Panel Catalog of Standards, the NIST Smart Grid Framework, the American National Standards Institute, or other well-established international standards organizations such as ISO, IEC, International Telecommunication Union, IEEE, or Internet Engineering Task Force.

5) Must be capable of managing charging costs and supporting grid reliability. Eligible charging equipment shall leverage the open standards-based network communications described above and 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, energy management system, 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 EV grid integration (VGI),[17] 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.

5) 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 Requirements for All Infrastructure Equipment.

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

7) Must include proper regulatory signs for EV charging and parking facilities.

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

   b. In addition, please see the California Department of Transportation guidance on signage for EVs: https://dot.ca.gov/programs/safety-programs/ev-signs.

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

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

3.5 EV Charging Equipment Cost Eligibility

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

In order to be eligible for EnergIIZE incentives, EV equipment must be on the EnergIIZE list of approved

[17] 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.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PUC&sectionNum=740.16.&article=2.&highlight=true&keyword=vehicle+grid+integration.

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 investor-owned utilities (IOUs) in California (i.e., Southern California Edison, Pacific Gas & Electric, San Diego Gas & Electric), then it is considered eligible unless specifically indicated otherwise in this IM.

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

Public charging sites should take into consideration the expected throughput and demand of the expected MD/HD vehicles 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:

- EVSE, including Level 2, inductive charging systems, pantograph charging systems, and DCFCs.
- Equipment capable of V2G bidirectional charging.
- Transformers.
- One-time network costs: Networked or "SMART" EVSE are required. EnergIIZE provides incentives for the required initial network costs. Incentives for these eligible costs shall only be paid once, after site commissioning, and with the final invoices. Monthly service fees are not eligible for incentives through EnergIIZE.
- One-time charge management software costs.
- Existing or extended equipment product warranty.
- Switchgear, meter mains, and circuit breaker panels.
- Utility service upgrades and stub-outs for future EVSE.

3.6 Soft Costs Eligible for EnergIIZE Incentives

Only Applicants in the EV Jump Start funding lane are eligible for incentives toward soft costs. All other Applicants are not eligible for incentives toward soft costs.

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

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

Actual costs incurred toward 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, inductive charging system, or pantograph 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 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.

3.7 Requirements for Wireless/Inductive and Pantograph Charging Infrastructure

EV wireless charging is a developing technology that assists in minimizing some of the cable management challenges presented in the MD/HD landscape. The concept allows for a ground assembly charging pad and a receiver plate or coil mounted to the chassis of an EV. Wireless charging products are eligible for EnergIIZE funding. In addition, pantograph charging products are eligible for EnergIIZE funding. Both wireless and pantograph charging products must support interoperability and conform to existing standards, such as those published by SAE, ISO, and other standards bodies, to be listed as eligible for EnergIIZE funding.

3.8 FCEV Fueling Equipment Cost Eligibility

Hydrogen fueling equipment must be certified to American Society of Mechanical Engineers (ASME), American Society for Testing and Materials, 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, transformers, high pressure storage, chilling equipment, and onsite hydrogen production, to support current and future deployment of MD/HD FCEVs. 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.

1) Costs incurred for the following FCEV refueling infrastructure equipment are eligible for incentives:
    a. High-pressure (350 bar or 700 bar) dispensers with hose and nozzles.
    b. Compressors.
    c. Utility transformer (if the Applicant will not participate in the IOU make-ready program).
    d. Switch gear, meter mains, and circuit breaker panel.
    e. Utility service upgrades (e.g., amperage upgrades to infrastructure site).
    f. Liquid and gaseous hydrogen pumps.
    g. Point-of-sale systems.
    h. Piping and pipelines.
    i. Dispenser with hose and nozzles.
    j. Hydrogen storage.
    k. Electrolyzers.
    l. Chillers.
2) Hydrogen safety plan (HSP) development and review (see Appendix A – Hydrogen Safety Plan and Station Design Review for additional details).

4 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 toward the completed installation of ZEV infrastructure equipment and services.

An Applicant may utilize the EnergIIZE Project Partner Network to help them submit applications and to install infrastructure. An Applicant need not select a vetted EnergIIZE Project Partner to submit their application or perform installation work onsite; the EnergIIZE Project Partner Network is intended to be a helpful resource but is not required. EnergIIZE Project Partners fall under two categories: Application Partner and Installation Partner. Please see Key Terms for detailed definitions of each term, and see www.energiize.org/partners for information on vendors, vendor requirements, and how to become an EnergIIZE Project Partner.

4.1 Requirements for All Vendors/Installers

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. 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).
2) Must meet prevailing wage requirements. Projects that receive an award of public funds from 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, CCR, Chapter 8, Subchapter 3, commencing with Section 16000.

3) Must comply with all applicable laws, ordinances, regulations, and standards; all federal, state, and local electrical and building codes for construction; and all ADA codes.

4) Must have secured all required state, local, county, and city permits to build and install eligible infrastructure.

5) Must ensure that pricing for services involved in the completion of infrastructure is reasonable and reflects current market rates.

4.2 Requirements for Vendors/Installers of EV Infrastructure

1) Must comply with California Public Utilities Code (PUC) section 740.20[18] requiring all EV 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 (CSLB), and at least one member of the crew onsite, at any given time, who holds an Electric Vehicle Infrastructure Training Program (EVITP)[19] 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. EV charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.

   b. EV charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program[20] (Sub article 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of CCR).

2) CaaS vendors must agree to full responsibility for project management, installation, construction, operation, and maintenance of charging infrastructure. The vendor is

[18] For more information, please see https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB841.

[19] For more information, please see https://evitp.org/training/.

[20] For more information, please see https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about.

responsible for the total duration of the EnergIIZE agreement, which includes five years after project commissioning. CaaS vendor should be prepared to provide Applicants with a turnkey operation with ready-to-operate, fully functional EVSE that allows the fleet vehicles to pull in and charge the EV battery to meet the next duty cycle requirements. This should include but is not limited to:

a. Site maintenance inclusive of any lighting and posts, paint, bollards, and signage in accordance with the local Authority Having Jurisdiction (AHJ).
b. Functional validation.
c. Site remediation.
d. Network upgrades.
e. Cable management systems with connectors and cord upkeep maintained in excellent working order and compliance with any associated AHJ requirements for the fleet listed on the application.

4.3 Requirements for Vendors/Installers of FCEV 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 practices and procedures (https://h2tools.org/).

Vendor/installer shall complete a detailed property title search for zoning restrictions and requirements for hydrogen fueling stations. Once this study is complete, the vendor/installer shall complete a California Environmental Quality Act (CEQA) investigation and file the forms as required.

1) SB 1505 dictates requirements for hydrogen sold as transportation fuel for any station that receives state funding. Please review the requirements for additional details. Must conform to the **most recent version** of 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.

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 Canadian Standards Association (CSA) Hydrogen Gas Vehicle (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. 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, maintained by California Hydrogen Fuel Cell Partnership.

j. Surface Streets Hydrogen Fueling Station Signage per NIST Handbook 130 and Caltrans Manual on Uniform Traffic Control Devices, section 21.03.

5 EnergIIZE 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, 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, which can be found through the EnergIIZE website, as well as a brief resource on site planning, installing, and commissioning in Appendix C – Site Planning, Installing, and Commissioning and 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 website.[21] 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). Please note EnergIIZE's privacy policy, which is included as part of this IM: Appendix I – Privacy Policy.

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

*Mixed use (hydrogen and EV) sites must meet EV funding lane requirements **and** hydrogen 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 during an open application window.

[21] View the EnergIIZE website at https://energiize.org/.

The Applicant is required to provide the following application materials:

1) **EnergIIZE application** – Applicants are required to supply basic project information, answer a series of quantitative and qualitative questions, and provide relevant fleet and project partner contact information. The application questions include a site equipment manifest, which is a list of anticipated one-time hardware, network, and software costs to be incentivized through EnergIIZE funding. Details should include at least manufacturer, make, model, and manufacturer's suggested retail price. Information about any applicable cost share is required in the application. More information can be found within the application.

2) **Sample EnergIIZE Terms and Conditions** (see www.energiize.org) – In Step 1, it is the applicant's responsibility to read and understand the sample EnergIIZE Terms and Conditions. If selected for award, the recipient must sign an EnergIIZE agreement to move to Step 2. Please note, sample Terms and Conditions are intended for informational purposes only, do not constitute a legally binding agreement until they are incorporated in an agreement fully executed by the parties (CALSTART and Recipient), and are subject to change.

3) **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 the EnergIIZE team (infrastructure@calstart.org) with any questions.

    a. If the Applicant Team is unable to obtain a property owner signature on the site verification form at the time of application submittal, then written letter of intent (LOI) demonstrating intent to sign a lease for at least five years and certifying that the installation work is authorized by the property owner and the Applicant may satisfy Step 1. However, the site verification form must be executed by the property owner and submitted to EnergIIZE staff before incentives may be provided in Step 3. If an Applicant believes that they will not be able to submit a site verification form with property owner signature in Step 1, they should contact EnergIIZE staff (infrastructure@calstart.org) as

soon as possible to explain the situation, and EnergIIZE staff will advise if an LOI will work for their particular case.

b. Applicants who intend to install infrastructure on land which they are leasing may also submit a copy of their lease, if it explicitly grants them the right to install fueling/recharging infrastructure for the specific property site in the incentive application, and a summary indicating where in the lease these rights are granted in lieu of a property owner signature on the site verification form. Applicants are encouraged to communicate with EnergIIZE staff if they plan to submit using this documentation.

4) **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.

5) **Confirmation of request for service from the local utility**, notice that project site is being assessed for energy load capacity, or notice that Applicant is coordinating with utility. Copy of request for new service from the local utility (e.g., email correspondence with the utility) must contain the ticketed request for new service. This may also entail communications with the Applicant's utility asking for new service. Proof of participation in available utility programs for make-ready funding for projects in 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 the customer agreement form signed by the site operator. Participation in such programs is not a prerequisite for participation in EnergIIZE.

6) Funding lane specific supporting documents:

a. EV Jump Start Applicants and those meeting equity eligibility criteria for additional incentive funding: 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. EV Fast Track Applicants only: Readiness documentation as outlined in Table 2 in Section 3.2.1 EV Fast Track.

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 POs for MD/HD EV(s). Unique PO 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 Applicants only: Proof of completion of Critical Milestone 1 (see Appendix B – Hydrogen Fueling Station Critical Milestones).

CALSTART reserves a grace period to ask clarifying questions of Applicants who submit complete applications. Additionally, if an Applicant is non-responsive after 48 hours (two business days), their application will be scored as-is and may be 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 Station, 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 located within a DAC census tract. Proposed infrastructure located in an LIC census tract will also be given priority. See Key Terms for the definitions of DAC and LIC.
- Tribal projects – Prioritization will also be awarded to Tribal projects, which are defined as projects where the Applicant is a California Native American Tribe, California Tribal Organization, or Non-Governmental Organization serving Tribal entities.
- Benefit to the community – Applicants will be scored based on their response to three qualitative questions in the application form. EnergIIZE staff will award projects that demonstrate buy-in and support for infrastructure projects from the community, incorporate workforce development opportunities for local residents, expand transit service for local residents, and/or offer no-cost charging or fuel to local residents.

Contingency List

In case there are opportunities to fund projects in addition to initially awarded funds, the EnergIIZE team will hold completed applications in a contingency list. Should funds become available, the highest ranked Applicants from the contingency list will be eligible to receive incentive funding. Applicants who have not submitted all application requirements will not be included on a 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 a conditional award—now considered Recipients—will receive a conditional award letter and will be moved to Step 2 upon execution of an agreement with CALSTART. The execution of this agreement can be seen as confirmation of reserved funding for a Recipient's infrastructure project.

The date of this agreement (effective date) serves as the beginning of the project with EnergIIZE and the Recipient. No costs incurred before the effective date of the agreement are eligible for reimbursement. Costs incurred between the effective date of the agreement and when a Recipient becomes eligible to submit for reimbursement is at the Recipient's own risk. Once a Recipient has signed the agreement and satisfied the conditions of award through Step 3, that Recipient becomes eligible to submit for milestone payment reimbursement (see Step 3 requirements below).

After conditional awards have been granted, Recipients may submit a request for extension. Requests for extensions will be evaluated on a case-by-case basis and may be granted for extenuating circumstances. Extension requests not demonstrating due diligence on behalf of the Recipient may be denied. EnergIIZE staff has the right to restrict extension requests to no more than 60 calendar days total per awarded project.

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

5.2 Step 2: Provide Supporting Documents

Once Applicants have been provided with their notice of conditional award, they are then considered Recipients and will have 60 calendar days to provide the following information. Recipients in the EV Jump Start funding lane who receive a notice of conditional award will have 90 calendar days to provide the same information.

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

1) **Signed EnergIIZE agreement** – In Step 1, it is the Applicant's responsibility to read and understand the sample EnergIIZE terms and conditions. A signed copy of the agreement, including terms and conditions, is required to enter Step 2 (if the Applicant is awarded).
2) Confirmation from the local utility that the project site is adequately prepared to receive the

necessary energy for the planned infrastructure installation.

3) **Site plans**

   a. **Preliminary site plans** (for EV Jump Start) – 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 Recipients have already been provided as part of an earlier application requirement, site plans need not be submitted at this stage.

   b. **Final site plans** (for EV Fast Track, EV Public Charging Station, and Hydrogen) **–** These should include any changes made to the preliminary site plans. Load calculations, panel schedules, necessary utility upgrades, and final selection of hardware are expected in the final site plans.

4) **Proof of license, insurance, and 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. Please include any information about subcontractor(s) used that may meet minority business enterprise, disadvantaged business enterprise, and/or small business designations.

5) **Copy of PO** for EVSE or hydrogen equipment.

6) **Milestone payment schedule and request form** to illustrate payment needs and to serve as the reimbursement request form for eligible expenses.

7) **Hydrogen projects only:**

   a. Copy of the completed HSP (Appendix A – Hydrogen Safety Plan and Station Design Review).

   b. Executed copy of the Hydrogen Project Attestation of Codes and Standards (Appendix 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 Step 1: Submit Application for full details).

5.3 Step 3: Permitting and Construction

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

1) Copy of the building permit.
2) Project plan and scope of work including construction timeline.
3) For Hydrogen projects only: Proof of completion of Critical Milestones 3 and 4 (see Appendix B – Hydrogen Fueling Station Critical Milestones).
4) Milestone payment schedule and request form and copies of paid invoices showing eligible costs incurred (if requesting milestone payment). Invoice must show serial numbers for all equipment and must be itemized.

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

5.4 Step 4: Commission Project

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

1) Copy of the signed inspections sheet and closed building permit.
2) Copy of third-party network provider communications contract with 4G cell phone activation and IP registration completed is required only for EV charging.
3) Verification that chargers/refueling dispensers are in working order.
4) EV Jump Start Recipients only: Proof of ownership or POs for MD/HD EV(s). Unique PO 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.

5) Photo of serial number for all serialized equipment installed on the project site. Serial number must match that on project invoices.

6) Photographic evidence of the site. Photos must be provided of all EVSE or hydrogen pumps and incentivized equipment installed, including, as applicable, switchgear and meter mains, transformers, compressors and pumps, and any applicable markings, signs, and placards with path of travel. Proper signage may include but is not limited to:

   a. State of CA: Caltrans EV signage requirements: https://dot.ca.gov/programs/safety-programs/ev-signs.

   b. CA Building Codes: 11B-228.3 for ADA requirements.

   c. Code of Federal Regulations, Part 309 - Labeling requirements for EVs: https://www.ecfr.gov/current/title-16/chapter-I/subchapter-C/part-309.

   d. Federal Highway Regulations for signage of EVs: https://mutcd.fhwa.dot.gov/resources/policy/rsevcpfmemo/.

7) **Milestone payment schedule and request form and copies of paid invoices.**

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

While EnergIIZE staff will consider delays on a case-by-case basis, Recipients must coordinate with EnergIIZE staff for those projects whose deployment timeline (i.e., time from EnergIIZE agreement effective date to final commissioning) exceeds 24 months. Hydrogen projects whose deployment timelines exceed 30 months will need to coordinate with EnergIIZE staff.

6 Duties and Responsibilities

6.1 EnergIIZE Recipient Responsibilities

1) Must comply with all local, state, and federal safety, permitting, zoning, and other guidelines.

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 Recipient or any other party, the Recipient must notify EnergIIZE staff.

3) Must submit reports and respond to surveys put forth bi-annually by EnergIIZE staff for a period of three years from the date of final commissioning.

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).

5) Must be available for follow-up inspection if requested by EnergIIZE staff, CEC, or CEC's designee.

6) Must ensure EV or hydrogen equipment shall be maintained and operated for a period of no less than five years from the date of final commissioning.

7) Must disclose all sources of public funding used in combination with EnergIIZE funds.

Hydrogen Projects: EnergIIZE-Approved Recipient Responsibilities

The following describes the duties and responsibilities for those pursuing incentive funding for FCEV refueling stations:

1) Must develop an HSP for each proposed hydrogen fueling station (see Appendix A – Hydrogen Safety Plan and Station Design Review).

6.2 EnergIIZE Vendor/Installer Responsibilities

1) Must have reviewed the EnergIIZE requirements for participation and have participated in any training offered by EnergIIZE staff.[22]

2) Must abide by any federal, state, and local laws and regulations applicable to their infrastructure project.

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

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.

EV Projects Only: EnergIIZE Vendor/Installer Responsibilities

1) Must ensure the project has complied with all AB 841 (2020) requirements or provide notice

[22] See www.energiize.org/partners for information on vendors, vendor requirements, and how to become an EnergIIZE Project Partner.

to EnergIIZE staff for why the AB 841 requirements do not apply to the project.

2) Must submit EVITP certification numbers of each EVITP-certified electrician that installed EV charging infrastructure or equipment. EVITP certification numbers are not required to be submitted if AB 841 requirements do not apply to the project.

Hydrogen Projects Only: EnergIIZE Vendor/Installer Responsibilities

1) The site owner and/or general contractor must apply for a permit with the local AHJ for the installation of a pressure vessel.

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. 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.

6.3 Data Collection Requirements

Background

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

Data quality and accessibility requirements: Recipients, together with site operators and infrastructure vendors, shall pursue automated approaches to report 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., 36 months).

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

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, Recipients must report the required datasets.

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.

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 toward 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.

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.

    d. 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.

    e. 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).

    f. Peak power delivered: Peak power in kW delivered.

    g. Peak energy delivered: Peak energy in kWh delivered.

h. Total kWh or kg of consumed over time, reported quarterly.

i. 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-saving measures used.

   vi. Methods for collecting usage data.

   vii. Methods for managing charging and grid impacts (resiliency methods).

   viii. Methods for managing hydrogen 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.

j. Vocation and vehicle or equipment type utilizing equipment.

k. Marginal cost of delivered hydrogen: This should be reported in dollars per kg.

l. Cost of charging (electricity utility tariff, EVSP service contract, public charging price) in $/kWh.

m. Cost of hydrogen fuel delivered, generated onsite, or sold at a public fueling station (in $/kg).

n. Levelized cost of energy: Reported in dollars per kWh.

o. Number, type, date of installation, and location of chargers or hydrogen refueling stations installed.

p. Nameplate capacity of installed equipment, in kW for chargers and kg per 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 who has at least three to five years of hydrogen gas experience and has written/created at least two hydrogen safety plans (HSPs). The Applicant shall commit to participate with the Pacific Northwest National Laboratory (PNNL) Hydrogen Safety Program—or a similar organization with equivalent expertise that meets federal requirements—in early hydrogen station design reviews for each station awarded. This must occur before submitting the station building plans to the Authority Having Jurisdiction (AHJ) for the station plan check.

The Applicant shall include the following in its HSP:

1) Evidence of the requirements listed above for SME or consultant (three to five years of experience with hydrogen gas and creation of at least two HSPs).
2) Evidence that the Applicant and SME have submitted HSP to PNNL for review, comments, corrections, and approval. The Applicant shall pay for the PNNL review process. Proof of approval by PNNL may be required for reimbursement.
3) Zero confidential information about this project. HSP submitted to Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIIZE) staff may be posted to the following website: https://h2tools.org/hsp/reviews.
4) 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 HSP(s) lapse, without limitation to any other rights, EnergIIZE staff reserves the right to cancel the Applicant's incentive.
5) A detailed description about how the Applicant will conform to the National Fire Protection Association (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 AHJ requires compliance with the 2020 edition. Should the Applicant's compliance lapse, EnergIIZE staff reserves the right to cancel the Applicant's incentive.
6) A detailed description about how the Applicant will provide ongoing safety training for the station's initial operation and 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 incentive.

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 the Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIIZE) project, 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 EnergIIZE staff 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 (LOI) in lieu of a signed lease.

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

1) 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, AHJ's California Environmental Quality Act (CEQA) process, and project timeline. The meeting may be, for example, a scheduled presentation given by the Applicant to AHJ or an unscheduled discussion with AHJ staff.

2) An in-person, telephone, or web-based pre-application meeting, at the same time or separately from the meeting with AHJ regarding permits, and with a representative of the Office of the Fire Marshal, or other similar fire control office, in 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 Society of Automotive Engineers (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 is required. For fast fill nozzles, (up to 7.2 kg/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.

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

Appendix C – Site Planning, Installing, and Commissioning

The planning process for deploying zero-emission vehicle (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. In addition, please see the Resources section of the Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIIZE) website: https://energiize.org/resources.

Project Management may include:

1) Electric vehicle supply equipment (EVSE) 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 and inspection plan review and approval.
8) EVSE testing and approval.
9) Payment system set-up and field testing.
10) Signage plan review and approval.
11) Installation and 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 Authorities Having Jurisdiction.
12) Lighting per local codes.
13) Final inspection and approval.
14) Network commissioning.
15) Final testing with a ZEV.

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 a battery-electric vehicle or fuel cell electric vehicle (FCEV).
4) Check the app (where applicable); validate the sign-up and login as a new customer.
5) Validate all EVSE and direct current fast chargers are functioning per original equipment manufacturer's 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 FCEV.

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 is able and authorized to make alterations and/or improvements necessary for infrastructure to be constructed and commissioned. Please contact Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIIZE) staff 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 to this form. Applicants who are not the Property Owners may provide additional documentation in attachment to this form in lieu of Property Owner's signature only as outlined in 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 Click or tap here to enter text. ("Owner"), hereby represents and warrants to EnergIIZE staff (i) that Owner is the property Owner located at Click or tap here to enter text. ("Property") where infrastructure will be installed; (ii) that Owner has consented to EnergIIZE Applicant/Applicant Team member'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 Applicant and Property Owner provide such further information as may be required to review and approve an Applicant's application.

ELECTRIC VEHICLE CHARGING STATION INSTALLATION

CITY OF AUBURN

MAGNOLIA AVE & TENNIS WAY
AUBURN 95603

APN 002-122-013-000

USA NORTH 811 Call 811 Before You Dig

CALL 811 OR 800-642-2444
MINIMUM 2 WORKING DAYS WITH A MAXIMUM OF 14 CALENDAR DAYS

GENERAL SYMBOLS AND ABBREVIATIONS

SYMBOL	DESCRIPTION
	MAIN SWITCHBOARD
	COMMERCIAL LEVEL 2 ELECTRIC VEHICLE CHARGING STATION
	CIRCUIT CONCEALED IN CEILING OR WALL, EXPOSED IN SERVICE AREAS
	CIRCUIT CONCEALED IN FLOOR OR UNDERGROUND
	HOMERUN TO PANELBOARD
	INDICATES FLEX CONDUIT
	TRANSFORMER
	PULL BOX
C	CONDUIT
BLDG	BUILDING
MSB	MAIN SWITCHBOARD
PNL	PANELBOARD
(E)	EXISTING
(N)	NEW
(R)	EXISTING TO BE REMOVED OR RELOCATED
UON	UNLESS OTHERWISE NOTED
WP	WEATHERPROOF--WHILE IN USE IN WET LOCATIONS WHERE APPLIED TO RECEPTACLES

SHEET LIST

SHEET NUMBER	SHEET TITLE
C1.0	COVER SHEET – SYMBOLS, CODE REFERENCES, SCOPE, GENERAL NOTES
E1.0	ONE LINE DIAGRAM, PANEL SCHEDULE(S), AND VOLTAGE DROP CALCULATIONS
E2.0	SITE PLAN
E3.0	EQUIPMENT DATASHEETS AND MECHANICAL DETAIL
E4.0	EQUIPMENT DATASHEETS, CONTINUED

CODE REFERENCES

2019	CALIFORNIA ELECTRICAL CODE	
2019	CALIFORNIA ENERGY CODE	
2019	CALIFORNIA FIRE CODE INCLUDING 2016 NFPA 72 (NATIONAL FIRE ALARM CODE) AS AMENDED	
2019	CALIFORNIA BUILDING CODE (CBC), PARTICULARLY CH. 11A AND 11B FOR ACCESSIBILITY	
2010	ADA/ABA	
2017	ANSI A117.1	ZONING N/A (CITY PARKING LOT)
OCCUPANCY – N/A (EXTERIOR)		AREA OF BUILDING – N/A

SCOPE

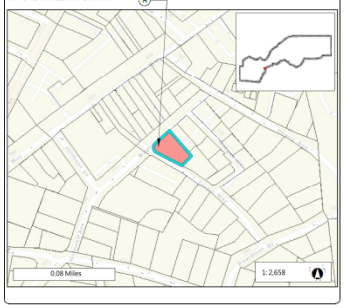
CONVERT (2) EXISTING PARKING SPACES TO (1) NEW VAN ACCESSIBLE EV CHARGING SPACE, COMPLETE WITH NEW POWER PEDESTAL, PAINT, SIGNAGE, AND INSTALLED PER ADA REGULATIONS.
INCLUDING:
ALL CONDUIT AND WIRING FOR THE INSTALLATION OF NEW EVSE
(1) CHARGEPOINT EXPRESS 250 DC FAST CHARGING STATION (CPE250C-625-CCS1-CHD)
(1) 400A, 277/480V, 3PH, METERED SWITCHGEAR
(N) UNDERGROUND PULL BOX WITH CONDUITS FOR FUTURE EVSE
(N) PG&E TRANSFORMER, INSTALLED BY OTHERS

GENERAL NOTES

1. ALL WIRES SHALL BE COPPER WITH 600V TYPE THHN/THWN OR XHHW INSULATION.
2. ALL WIRING SHALL BE IN CONDUIT OR WEATHER PROOF FLEX.
3. CONDUIT SHALL BE EMT FROM +15" AND ABOVE, RIGID STEEL WHERE SUBJECT TO PHYSICAL DAMAGE OR AS NOTED. CONDUIT BELOW GRADE SHALL BE SCH 40 PVC OR AS NOTED.
4. COAT EXPOSED THREADS OF RIGID STEEL CONDUIT WITH ZRC COLD GALVANIZING COMPOUND TO PREVENT CORROSION.

VICINITY MAP – NOT TO SCALE

A= EVSE INSTALLATION LOCATION



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0 INITIAL RELEASE	SH
CITY CORRECTIONS	SH

PHIL HAUPT ELECTRIC
LICENSE # 1026340
5098 FOOTHILLS BLVD
SUITE 3-358
ROSEVILLE, CA 95747

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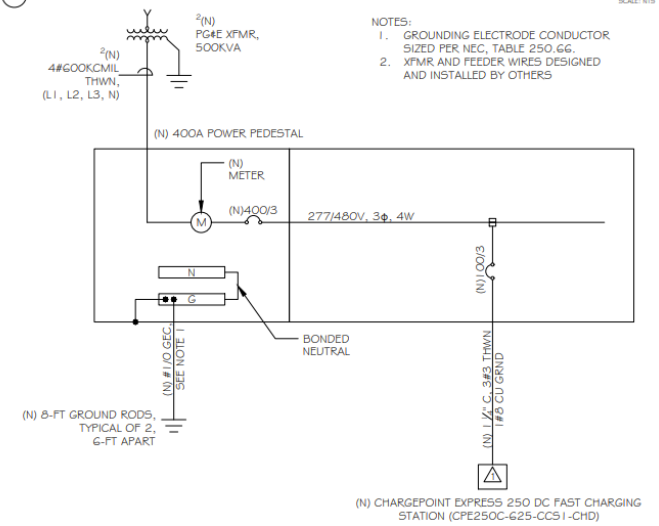
BUILDING PROFESSIONAL CONTRACTOR PHIL HAUPT ELECTRIC INC 1026340 C-10 STATE OF CALIFORNIA

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

DATE	7/1/20
SCALE	AS NOTED
DRAWN	SH
JOB	CITY OF AUBURN
SHEET	C1.0
1 OF 5	

1 ONE LINE

SCALE: NTS



2 VOLTAGE DROP CALCULATION

SCALE: NTS

VOLTAGE DROP WORKSHEET [SUPPLEMENT TO FORM NRCC-ELC-01-E (REFERENCE DOCUMENT #1)]

VD = I x L x (CIRCUIT FACTOR*) x OHMS/KLF / 1000 x # CONDUCTORS/PHASE *CIRCUIT FACTOR = 1.73(3P) AND 2 (1P)

CIRCUIT	KVA	VOLTS	PHASE	AMPS	1-WAY CIRCUIT LENGTH (FEET)	WIRE SIZE	COND/ PHASE	A/C OHMS/ KLF	VOLTS DROP	%V.D.	% ALLOWED
EV #1	62500	480	3	75.2	10	#3	1	0.24	0.31	0.07	5

3 PANEL SCHEDULE

SCALE: NTS

PANEL 'EV' DESCRIPTION: POWER PEDESTAL — AIC RATING: 10,000A — ENCLOSURE: NEMA-3R — MOUNTING: GROUND-MOUNT — SUPPLY FROM: UTILITY

SERVICE: 277/480V, 3PH, 4W + G — SUPPLY FROM: SERVICE UTILITY — MAINS: 400A BUS

POLE	LOAD DESCRIPTION	*	CB	CONNECTED-VA	PH	CONNECTED-VA	CB	*	LOAD DESCRIPTION	POLE
1					A	20,833				2
3					B	20,833	100/3	C	EV CHARGER 1	4
5					C	20,833				6
7					A					8
9					B					10
11					C					12
13					A					14
15					B					16
17					C					18

PHASE TOTALS

PHASE	VA	AMPS
A-N	20,833.3	75.2
B-N	20,833.3	75.2
C-N	20,833.3	75.2

LOAD SUMMARY (VA @ 208V)

	CONNECTED	DESIGN FACTOR	DESIGN (VA)	DESIGN (AMPS)
NON-CONTINUOUS LOADS	-	100%	-	-
CONTINUOUS LOADS	62,500	125%	78,125	94
OTHER	-	100%	-	-
TOTAL	62,500		**78,125**	**94**

*C=CONTINUOUS LOAD (>3 HRS PER NEC 100), M = MOTOR, N = NON-CONTINUOUS, P = SUBPANEL, R = RECEPTACLE

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2 OF 5

1 FULL SITE PLAN

Scale: 0.005372

ADA NOTES:

A. INSTALLATION COMPLIES WITH THE 2019 CALIFORNIA BUILDING CODE (CBC) ACCESSIBILITY REQUIREMENTS, PARTICULARLY CHAPTER 11B SECTIONS 228.2 AND 812.

B. PROVIDE NEW ADA ACCESS AISLE. THE WORDS "NO PARKING" TO BE PAINTED ON THE SURFACE WITHIN THE ACCESS AISLE IN CONTRASTING LETTERS 12" IN HEIGHT. STRIPING TO BE PAINTED IN WHITE 4" THICK AND A MAXIMUM OF 36" O.C., PER CBC 11B-812.7.2. VEHICLE SPACES AND ACCESS AISLES SERVING THEM SHALL COMPLY WITH SECTION 11B-302. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE VEHICLE SPACE THEY SERVE. CHANGES IN LEVEL, SLOPES EXCEEDING 1:48, AND DETECTABLE WARNINGS SHALL NOT BE PERMITTED IN VEHICLE SPACES AND ACCESS AISLES, PER 11B-812.3.

C. "EV CHARGING ONLY" LETTERING ON PARKING SPACES TO BE PAINTED IN WHITE 12 INCHES IN HEIGHT.

D. 30" X 48" MINIMUM CLEAR GROUND SPACE, PER CBC 11B-305.3.

E. PER CBC 11B-812.5.4, VEHICLE SPACES AND ACCESS AISLES 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.

F. PER CBC 11B-309.4, "GAS PUMP NOZZLES AND ELECTRIC VEHICLE CONNECTORS SHALL NOT BE REQUIRED TO PROVIDE OPERABLE PARTS THAT HAVE AN ACTIVATING FORCE OF 5 POUNDS (22.2 N) MAXIMUM. REACH RANGES SHALL COMPLY WITH FORWARD REACH AND SIDE REACH REQUIREMENTS, PER 11B-308".

G. WHERE EV SPACES AND ACCESS AISLES ARE MARKED WITH LINES, MEASUREMENTS SHALL BE MADE FROM THE CENTERLINE OF THE MARKINGS, PER CBC 11B-812.1.

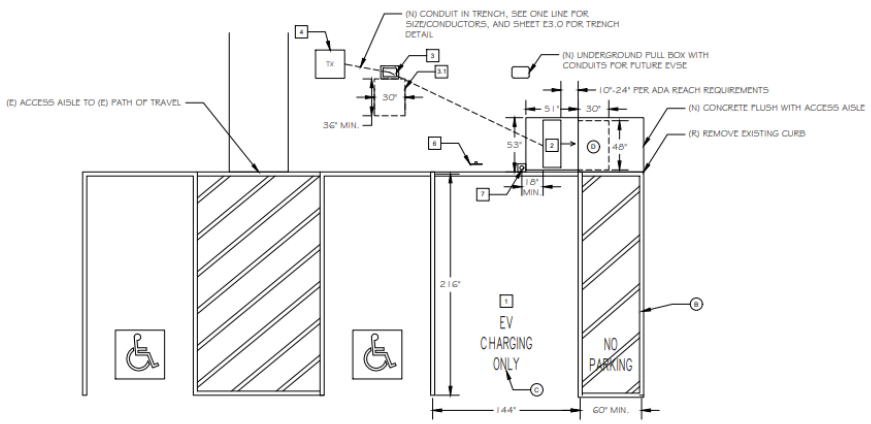
H. VEHICLE SPACES, ACCESS AISLES SERVING THEM, AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 98 INCHES MINIMUM. WHERE PROVIDED, OVERHEAD CABLE MANAGEMENT SYSTEMS SHALL NOT OBSTRUCT REQUIRED VERTICAL CLEARANCE. CBC 11B-812.4

INSTALLATION NOTES:

1. CONVERT TWO EXISTING PARKING SPACES TO NEW VAN ACCESSIBLE EVCS SPACE, COMPLETE WITH ACCESS AISLE AND SIGNAGE. REFER TO DETAIL 1 FOR DIMENSIONS. REFER TO 2019 CALIFORNIA BUILDING CODE (CBC) CHAPTER 11B SECTIONS 228.3 AND 812 FOR ACCESSIBILITY REQUIREMENTS.
2. (N) CHARGEPOINT EXPRESS 250 DC FAST CHARGING STATION (CPE250C-625-CCS1-CHD) ON (N) 51" X 51" CONCRETE PAD, 2" MAX. ABOVE TOP OF GRADE.
3. (N) POWER PEDESTAL ON (N) CONCRETE PAD. SEE PAD DETAIL ON SHEET E3.0 AND SPECIFICATIONS ON SHEET E4.0.
   3.1. POWER PEDESTAL WORKING CLEARANCE OF 36" MINIMUM REQUIRED IN FRONT, PER NEC 110.26.
4. (N) PG&E TRANSFORMER, INSTALLED BY OTHERS.
5. CONTRACTOR TO PROVIDE TRENCHING OR DIRECTIONAL BORING AS APPROPRIATE FOR NEW UNDERGROUND CONDUITS TO POWER PEDESTAL. CONTRACTOR TO FIELD ROUTE ON SITE, PATH SHOWN ON DRAWING FOR DEMONSTRATION OF CONCEPT. CONTRACTOR SHALL PERFORM UTILITY LOCATE SERVICE PRIOR TO COMMENCEMENT OF WORK. CALL 811 BEFORE DIGGING.
6. PROVIDE POLE MOUNTED EV AND VAN ACCESSIBLE SIGNAGE. REFER TO SHEET E3.0 FOR SIGNAGE REQUIREMENTS.
7. (N) 4"Ø STEEL BOLLARD IN CONCRETE FOR MECHANICAL PROTECTION.

2 NEW EV PARKING SPACE LAYOUT

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



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PHIL HAUPT ELECTRIC — 1026340 — C-10

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

DATE 7/1/20
SCALE AS NOTED
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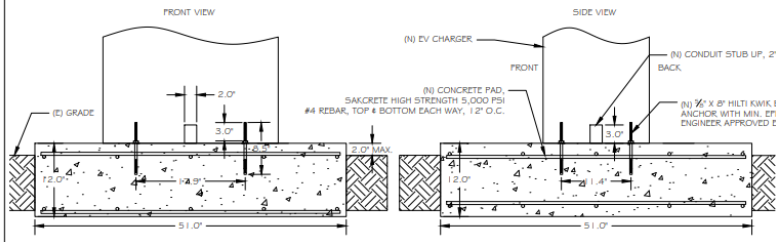
SHEET E2.0
3 OF 5

1 EV CHARGER ANCHOR DETAIL

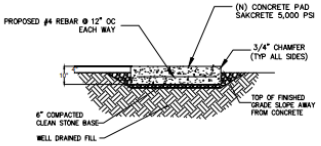
Scale: NTS



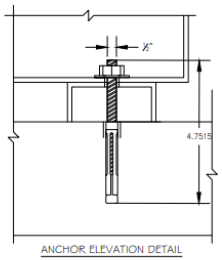
NOTE:
1. EV CHARGING STATION WEIGHT: 551 LBS
2. USE CONCRETE MOUNTING TEMPLATE INCLUDED WITH EVCS FOR ANCHOR BOLTS
3. THE SERVICE CLEARANCE OF OPEN SPACE (NOT NECESSARILY AT SYSTEM GRADE) EXTENDS A MINIMUM OF 24" BEYOND THE STATION IN FRONT, 50" TOTAL FRONT TO BACK, 84.6" SIDE TO SIDE CENTERED ON THE STATION, AND 12" ABOVE THE STATION.

2 POWER PEDESTAL CONCRETE ANCHOR DETAIL

Scale: NTS



PAD SIDE VIEW
(SEE SITE PLAN FOR AERIAL DIMENSIONS)

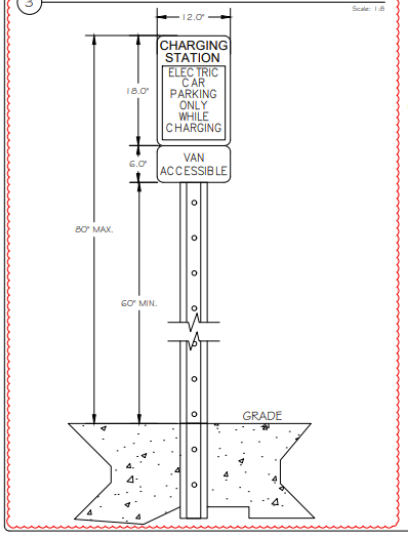


ANCHOR ELEVATION DETAIL

NOTES:
1. SEE SITE PLAN FOR CONCRETE PAD DIMENSIONS.
2. SEE RESPECTIVE TRANSFORMER AND/OR SWITCHGEAR ASSEMBLY DRAWINGS FOR MOUNTING HOLE LOCATIONS.
3. ½" Ø HILTI KWIK BOLT TZ SS 304/316 MECHANICAL ANCHOR WITH MIN. EFFECTIVE EMBEDMENT OF 3¼", OR ENGINEER APPROVED EQUAL (ESR #1917)

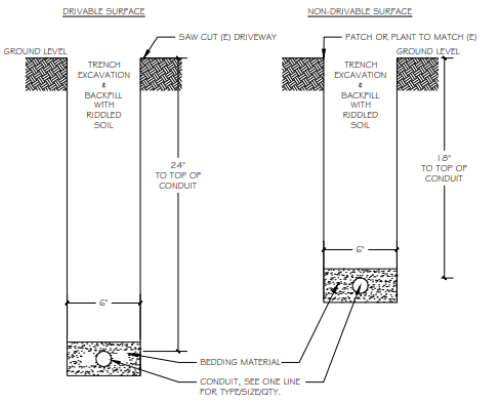
3 SIGNAGE FOR VAN ACCESSIBLE EVCS PARKING SPACE

Scale: 1:8



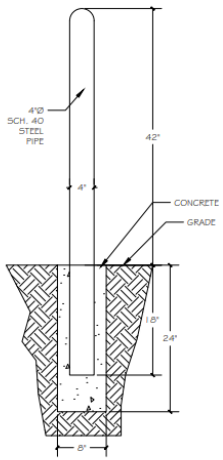
4 TRENCH DETAIL

Scale: NTS



5 BOLLARD DETAIL

Scale: NTS

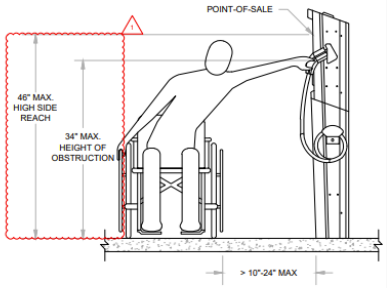


6 ADA REACH REQUIREMENTS

Scale: NTS

NOTE:

OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAXIMUM PER CBC 11B-309.4.



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PHIL HAUPT ELECTRIC CONTRACTOR 1026340 C-10 STATE OF CALIFORNIA

ELECTRIC VEHICLE CHARGING STATION INSTALLATION
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AUBURN 95603

DATE 7/1/20
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SHEET E3.0
4 OF 5

Appendix F – Vehicle Commitment Agreement

EnergIIZE Medium- and Heavy-Duty (MD/HD) 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 vehicle or fuel cell electric vehicle Class 2B with a gross vehicle weight rating (GVWR) of 8,501 pounds (lbs.) and greater according to the U.S. Environmental Protection Agency.[23] 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)	

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

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

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

By signing the Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (EnergIIZE) MD/HD 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. See 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 (see Applicants Meeting EV Jump Start Equity Criteria). 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 (DACs) and low-income communities (LICs) 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 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.
- ☐ **A Small Business (SB) 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 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 U.S. 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. Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (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 (DAC)**, Low-Income Community (LIC), 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 Non-profit organization that qualifies for tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501** and is 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 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.
- A nonprofit 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 Internal Revenue Service 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 (DAC) or Low-Income Community (LIC).** The address of the infrastructure to be built using EnergIIZE funds is located within a DAC or LIC census tract. The address used in the application will be used to determine this criterion. No additional documentation is required.

Appendix H – Evaluation, Scoring Rubric, and Qualitative Questions

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

Applicants to the competitively awarded funding lanes (EV Jump Start, Hydrogen, and EV Public Charging Station) will be evaluated on items 1–3 below.

Applicants seeking **more than $150,000** in incentives for competitive lanes 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.

Hydrogen and Mixed Fuel Applicants only will also be evaluated on items 7–9.

Applicants required to register their business with the State of California that are not in good standing according to The California Business Search provided by the California Secretary of State[24] will be disqualified.

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

1. **Submission of all required application documents required in Step 1.**
• **For All Lanes:**
  ○ EnergIIZE application
  ○ Proof of site ownership, site verification form, or acceptable alternate documentation (see Section 6.1).
  ○ Acknowledge sample EnergIIZE Terms and Conditions
  ○ Answers to qualitative questions (if seeking more than $150,000 in incentives in competitive lanes)
  ○ Confirmation of request for service from the local utility, notice that project site is being assessed for energy load capacity, or that Applicant is coordinating with utility.
• **For EV Fast Track:**
  ○ Vehicle purchase order or proof of ownership
  ○ Evidence of readiness tier
• **For Hydrogen:** Proof of completion of Critical Milestone 1
	50

[24] See: https://bizfileonline.sos.ca.gov/search/business

• **For EV Jump Start:** Signed vehicle commitment agreement and Jump Start certification form	
2. **Location -** Proposed infrastructure is located within a designation of a disadvantaged community (DAC) (refer to Key Terms for more details). 25 points will be applied if the Applicant is eligible under any of the following definitions: • 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
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 an 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. • Non-Tribal LIC Project: 10 points • Tribal LIC Project: 25 points *Note that no site changes are allowed after submission of the application. If an Applicant wishes to change sites, they will need to submit a separate application. Since scoring is dependent on location, it would be unfair to allow changes after submitting Step 1 documents.*	25
TOTAL POSSIBLE POINTS FOR APPLICATION REQUIREMENTS	100
For projects seeking $150,000 and greater:	
Please read and respond to the qualitative questions below. We have provided examples of possible responses in bullet points listed underneath. You are encouraged to submit supporting materials and photos, which may be used to determine scoring. 4. **Qualitative Question #1- What measures/project elements are you incorporating to ensure effective and efficient management of the charging equipment?** Successful responses may include: • Explanation of the project's plan to maintain high infrastructure uptime (ex: 24/7 service call center, preventative maintenance plans, remote monitoring systems). • If applicable, project's plan to maximize infrastructure utilization and throughput over time (ex: public access, business to business, shared access, CaaS)	25

5. **Qualitative Question #2- What evidence can you provide that the project is supported by the surrounding communities?** Successful responses may include: • Project team's methods to engage the community. • Project's ability to strengthen the community. • Letters of support from community-based organizations, appointed or elected officials (ex: neighborhood associations, environmental justice groups, faith-based organizations, parent-teacher associations). • List decision-making members of the project team who are also members of a community group, Tribal government, or other entity that already represents local residents.	20
6. **Qualitative Question #3- What evidence can you provide that the project will contribute to local economic benefits?** Successful responses may include: • Project plans to engage a workforce inclusive of local labor or Disadvantaged Business Enterprises. • If the proposed community benefits include partnerships with local entities (i.e., community college, nonprofit, etc.), include a letter(s) of support. • Project's plan to locally source supplies and services (ex: % domestic components in the end product delivered, partnerships with local businesses for parts and maintenance).	15
TOTAL POSSIBLE POINTS FOR QUALITATIVE SECTION	**60**
For Hydrogen projects only:	
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: • The Applicant justifies the appropriateness of the fueling capacity and number of fueling dispensers 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. • The project plan meets all required regulatory codes, standards, and laws and does not propose any Alternate Means and Methods (10 points for this item.	

Question will be scored as binary – 10 points will be given only to projects which meet all codes).	
8. **Project Readiness (6 points each),** complete in a Word document - Applications will be evaluated on the degree to which they: • Propose an aggressive but achievable schedule for completing the station. • Provide realistic and sufficient plans to work with the local utilities for obtaining utility connections for the proposed station. • Include realistic and substantiated information about the anticipated primary and secondary (backup) supply of hydrogen for the proposed stations.	18
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: • 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. If the Applicant/Applicant Team has any open California Environmental Protection Agency (CalEPA) violations,[25] then they shall receive a score of zero for this section (9).	48
TOTAL POSSIBLE POINTS FOR HYDROGEN PROJECTS	**112**
TOTAL POSSIBLE POINTS FOR PROJECT	**262**

[25] https://siteportal.calepa.ca.gov/nsite/map/results

Qualitative Questions – Scoring Rubric

Qualitative Question #1 – Maximizing MD/HD Infrastructure Utilization and Throughput: Total Max Score = 25 points

Primary Components	Criteria	Max Score
Description of how vehicle quantity, class, and vocation match the proposed infrastructure site.	• 10 – Description provides a well-defined, clear, and reasonable explanation for how vehicles are to be served and proposed infrastructure match. • 7 – Description provides a good explanation for how vehicles are to be served and proposed infrastructure match. • 5 – Description provides a limited explanation for how vehicles are to be served and proposed infrastructure match. • 3 – Description provides a vague explanation for how vehicles are to be served and proposed infrastructure match. • 0 – No response.	10
Description of how infrastructure use will be maximized over time, including maintenance, remote monitoring, and service plans to avoid broken infrastructure.	• 15 points ○ Project has well defined maintenance plan and provides specifics on how the project will maintain 97% uptime. AND ○ Lists measurements that will be used to track operational success, including viable information on extended product warranties and engagement with certified EVITP technicians. AND ○ Carefully details how utilization and throughput of the site will be maintained over time, with plans that address maintaining the high uptime standards in case of an outage. • 12 points ○ Project has a good maintenance plan and provides information on how the project will maintain 97% uptime. AND ○ Lists measurements that will be used to track operational success including information on extended product warranties and engagement with certified EVITP technicians. AND ○ Describes how utilization and throughput of the site will be maintained over time, with plans that address maintaining the high uptime standards in case of an outage. • 9 points ○ Project has a limited maintenance plan that provides some information on how the project will maintain 97% uptime. AND	15

	○ Partially lists measurements that will be used to track operational success. AND ○ Might describe how utilization and throughput of the site will be maintained over time, with some plans that address maintaining high uptime standards in case of an outage. • 6 points ○ Project has a vague maintenance plan that might provide some information on how the project will maintain 97% uptime. AND ○ Might provide a partial list of measurements that will be used to track operational success. AND ○ Might describe how utilization and throughput of the site will be maintained over time, with weak plans that do not adequately address maintaining the high uptime standards in case of an outage. • 3 Points ○ Project has a poor maintenance plan that provides inadequate information on how the project will maintain 97% uptime. AND ○ Might provide a partial list of measurements that will be used to track operational success. AND ○ Might describe how utilization and throughput of the site will be maintained over time, with weak plans that do not adequately address maintaining the high uptime standards in case of an outage. • 0 – No response	

Qualitative Question #2 – Community Buy-in and Support: Total Max Score = 20 points

Primary Components (bullet points)	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), description of incorporation of feedback into proposed project.	• 10 Points ○ Project has a clear and established vision of existing climate action plan. And/Or, Applicant provided a recent community plan or regional plan the community contributed to that identifies the community's support relative to transportation/vehicle electrification. Or, the Applicant has documented their efforts to engage the community on the proposed project, clearly identifying the community's goals and needs. Or, the Applicant has partnered with another agency (such as a Port) or community-based organization (CBO) to dialogue with the community about their project plans.	10

	AND ○ The proposed project directly meets one or more community desires identified in such plans. • 8 Points ○ Applicant provided a community plan or regional plan the community contributed to that identifies the region's desires relative to transportation/vehicle electrification. Or, the Applicant has documented relevant efforts to engage the community on issues of transportation/vehicle electrification. Or, the Applicant has partnered with another agency (such as a Port) or CBO to dialogue with the community about their project plans. AND ○ The proposed project directly/indirectly meets one or more community desires identified in such plans. • 6 Points ○ The Applicant has demonstrated sincere efforts to engage affected communities on the proposed project. Or, the Applicant has partnered with another agency (such as a Port) or CBO to dialogue with the community about their project plans. AND ○ The proposed project indirectly meets one or more community needs as identified through research (i.e., CalEnviroScreen). • 4 Points ○ The Applicant has taken measures to inform the community about their project plans. Applicant has made multiple attempts to reach the community but has low or no active engagement. AND ○ The proposed project indirectly meets one or more community needs as identified through research (i.e., CalEnviroScreen). • 2 Points ○ Applicant prescribes what is good for the community without evidence of engagement. No proof is shown that the Applicant has attempted to ascertain the goals and values of the surrounding community(s). OR ○ The proposed project contributes one or more benefits to the community as identified through research (i.e., CalEnviroScreen). • 0 – No response.	
Letters of Support	• 1 Point Each ○ Letter of support from a CBO. ○ 0.5 earned for each letter of support from an appointed or elected official.	5

Representative Organization, or how the Application Team has meaningfully included members of local organizations into their core team.	• 5 Points ○ The Applicant Team includes a decision-making member who is active in a CBO, Tribal government, or other organization that already represents local residents. AND ○ A description of both organizations' structures is provided. ○ 3 Points ○ The Applicant Team member is a CBO, Tribal government, or other organization that already represents local residents. AND ○ No description of either organizations' structures is provided. ○ No response.	5

Qualitative Question #3 – Community Benefits: Total Max Score = 15 points

Primary Components (bullet points)	Criteria	Max Score
Economic Community Benefits Examples include offering low or no cost charging to local residents, paid local workforce development opportunities, hiring labor or services from DBE (Disadvantaged Business Enterprises), data sharing with public agencies, or hosting informational workshops for local residents.	• 15 Points ○ Project team clearly and specifically describes adoption of one or more community benefits that go beyond cleaning the air and clearly explains how these economic benefits will positively impact the surrounding community, including dollar amounts. Applicant provides a recent community plan or regional plan the community contributed to that identifies the planned economic impact as something requested by the community. AND ○ Provides details on any partner organizations or populations that will help enact or receive economic community benefits. • 13 Points ○ Project team describes adoption of one or more community benefits that go beyond cleaning the air and explains how these economic benefits will positively impact the surrounding community. Applicant provides a recent community plan or regional plan the community contributed to that identifies the planned economic impact as something requested by the community. AND ○ Provides details on any partner organizations or populations that will help enact or receive economic community benefits. • 10 Points ○ Project Team describes adoption of one or more community benefits that go beyond cleaning the air and explains how these economic benefits will positively impact the	15

	surrounding community. Source of economic community benefit is unclear. AND ○ Provides details on any partner organizations or populations that will help enact or receive economic community benefits. • 8 Points ○ Project Team describes adoption of one or more community benefits that go beyond cleaning the air and explains how these economic benefits will positively impact the surrounding community. Source of economic community benefit is unclear. AND ○ Details on any partner organizations or populations that will help enact or receive economic community benefits might be missing. • 5 Points ○ Project team describes adoption of one or more community benefits that go beyond cleaning the air but does not detail how these economic benefits will positively impact the surrounding community. Source of economic community benefit is unclear. AND ○ Details on any partner organizations or populations that will help enact or receive economic community benefits might be missing. • 3 Points ○ Project team vaguely describes adoption of one or more community benefits or may describe cleaning the air as an economic benefit. Source of economic community benefit is unclear. AND ○ Details on any partner organizations or populations that will help enact or receive economic community benefits might be missing. • 0 Points ○ No response.	

Hydrogen Funding Lane Only – Scoring Rubric

Possible Points	Interpretation	Explanation for Points
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.
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).
3	Good	Response better than adequately addresses the requirements being scored. Any omission(s), flaw(s), or defect(s) are inconsequential and acceptable.
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.
1	Minimally Responsive	Response minimally addresses the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable.
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.

Appendix I – Privacy Policy

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (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 Project (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 ZEV 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 be used only 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 Project (EnergIIZE) aims to increase the market acceleration of infrastructure to support medium- and heavy-duty (MD/HD) zero-emission vehicles (ZEVs). EnergIIZE incentivizes infrastructure projects to support fuel cell electric vehicles (FCEVs) 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, EnergIIZE 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 EnergIIZE incentivizes 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 EnergIIZE 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:	

Society of Automotive Engineers (SAE) Standards	• One or more of the following fueling protocols or an equivalently accepted industry standard:
	  ○ 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)	• NFPA 2
American National Standards Institute Standards	• HGV 2-2021 • HGV 4.1 • G 095A • HPRD 1:21 • HGV 3.1 • CGA S1.1
International Organization for Standardization (ISO) Standards	• 19880-3 • 19880-4 • 19880-5 • 19880-6
California Building Codes	• 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	• Handbook 44 Section 3.34 • Handbook 44 Section 3.39 • NIST Handbook 130

Signature

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 __<organization name>_____ 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.

Printed Name:

Signature:

Appendix K – Authority Having Jurisdiction (AHJ) Checklist

(Replace with City or County logo)

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

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.

☐ Single-Family ☐ Multi-Family (Apartment) ☐ Multi-Family (Condominium)

☐ Commercial (Single Business) ☐ Commercial (Multi-Businesses)

☐ Mixed-Use ☐ 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: ☐ Level 1 (120V) ☐ Level 2 (240V) ☐ Level 3 (480V)

Maximum Rating (Nameplate) of EV Service Equipment = _____ kW

Voltage EVSE = _____ V Manufacturer of EVSE: _____

Mounting of EVSE: ☐ Wall Mount ☐ Pole Pedestal Mount ☐ Other _____

System Voltage:

☐ 120/240V, 1ϕ, 3W ☐ 120/208V, 3ϕ, 4W ☐ 120/240V, 3ϕ, 4W

☐ 277/480V, 3ϕ, 4W ☐ 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:

- Connected Load of Existing Panel Supplying EVSE = _____ Amps

- Calculated Load of Existing Panel Supplying EVSE = _____ Amps
- Demand Load of Existing Panel or Service Supplying EVSE = _____ Amps
  (Provide Demand Load Reading from Electric Utility)

Total Load (Existing plus EVSE Load) = _____ Amps

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

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: _____