

**DOCKETED**

<b>Docket Number:</b>	21-TRAN-04
<b>Project Title:</b>	Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE Commercial Vehicles)
<b>TN #:</b>	240964
<b>Document Title:</b>	EnergIIZE_FAQ_Document_12-16-2021
<b>Description:</b>	N/A
<b>Filer:</b>	Spencer Kelley
<b>Organization:</b>	California Energy Commission
<b>Submitter Role:</b>	Commission Staff
<b>Submission Date:</b>	12/16/2021 11:16:02 AM
<b>Docketed Date:</b>	12/16/2021

## **EnergIIIZE Frequently Asked Questions**

*Revision Date: December 16, 2021*

### **1. What is EnergIIIZE?**

EnergIIIZE Commercial Vehicles (Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles) is the nation's first commercial vehicle fleet infrastructure project. Funded by the California Energy Commission's Clean Transportation Program, and implemented by CALSTART, EnergIIIZE provides incentives for zero-emission vehicle (ZEV) infrastructure equipment for medium- and heavy-duty (MD/HD) battery electric and hydrogen fuel cell vehicles operated and domiciled in California.

### **2. Is the funding limited to any geographic area?**

Funding is available statewide for medium- and heavy-duty zero-emission infrastructure projects throughout California. Priority is given to projects which will be benefiting Disadvantaged Communities or Low-Income areas.

### **3. How is a Disadvantaged Community (DAC) defined?**

Disadvantaged communities are defined as those in the 75th to 100th percentile (top 25%) of CalEnviroScreen 4.0. The California Office of Environmental Health Hazard Assessment (OEHHA) recently announced CalEnviroScreen 4.0, an update from 3.0 which uses environmental, health, and socioeconomic information to produce cumulative impacts to communities by census tract in the state. To see if your infrastructure project may fall in one of these areas, visit the map [here](#).

### **4. What is the status of my application? How do I know if I have been approved?**

Applicants will be provided a notice of conditional award via email after their application has been vetted by EnergIIIZE staff. First-come, first-serve applications will be time-stamped upon receipt and will be reviewed and evaluated in the order received. Competitive applications shall be scored based on criteria demonstrating project readiness, cost effectiveness and community benefit.

### **5. What application documents do I need to submit?**

Please review the latest Implementation Manual for the required application documents. Required documents may vary depending on the funding lane.

### **6. Is there a maximum amount of funding I can request for each project? Can I apply for multiple lanes? If I have more than one site, can I request additional funding?**

There are four unique funding lanes under EnergIIIZE. An applicant may only apply once per funding lane wave. For instance, under EV Fast Track, an applicant may submit an application once during the

open window of that particular lane. The amount of eligible funding also varies depending on the funding lane. Project caps range from \$500,000 for electric charging infrastructure to \$2 million for hydrogen fueling, with increased incentives available to applicants meeting equity criteria (\$750,000 for electric charging and \$3 million for hydrogen fueling, respectively).

#### **7. How long does it take to get reimbursed?**

For eligible costs towards project expenses, funds are distributed within 30 business days at milestones as agreed upon with EnerGIIZE staff. To learn more information about milestone payments, review the Implementation Manual.

#### **8. Will 350kW chargers be eligible?**

Yes, a full list of eligible equipment will be available on the website in early 2022.

#### **9. Are permitting fees eligible for incentives?**

No, permitting fees are not eligible.

#### **10. What fees are not covered?**

Utility upgrades behind the meter, project engineering, management and design fees are not reimbursable for all lanes. However, certain soft costs may be eligible for those applicants applying through the EV Jump Start Lane.

#### **11. For the EV Fast Track, EV Jump Start, and EV Public Charging Station funding lanes, does hardware costs include energy upgrades (e.g., transformer upgrades, conduit, trenching, etc.)?**

Hardware costs are eligible for equipment installed from the customer side of the meter to the plug/nozzle of the MD/HD ZEV (hydrogen or EV). Utility side make-ready equipment is not eligible for incentives through EnerGIIZE.

#### **12. Is there a list of eligible equipment?**

Eligible equipment is defined in the Implementation Manual. A listing of eligible technologies will be featured on the EnerGIIZE website. The EnerGIIZE website will be going live late December 2021 ([www.EnerGIIZE.org](http://www.EnerGIIZE.org)).

#### **13. Will eligible hardware and software equipment align with those of my utility?**

The EnerGIIZE project team is coordinating with utilities to synchronize eligibility lists where possible.

#### **14. Is compressed natural gas/liquid natural gas eligible?**

No, the EnerGIIZE incentives are for Hydrogen fueling and electric vehicle charging infrastructure only.

#### **15. Is this Incentive only for Fleet Owners?**



Infrastructure incentives are for users of medium- and heavy-duty battery electric or hydrogen fuel cell vehicles or station developers seeking to provide publicly available charging or fueling. An approved vendor may submit an incentive request on behalf of a fleet user and may be eligible for funding if responsible for the deployment of funded infrastructure.

#### **16. How are awarded applicants decided?**

EV Fast Track applications will be awarded on a first-come, first-serve basis. All other funding lanes will have a competitive application process with a scoring rubric used to evaluate project readiness, cost effectiveness and community benefit.

#### **17. Will funding cover installation costs?**

Costs incurred prior and during the process of constructing an infrastructure site that do not directly go towards the purchase of equipment are considered soft costs. Soft costs are eligible under the EV Jump Start funding lane and will be provided through a stipend. For more information on how the stipend is awarded and who is eligible, see the Implementation Manual.

#### **18. When do the specified funding lanes and their applications open? When are they due?**

Please refer to our website for the most up to date information on funding lane application windows. The EnergIIZE website ([www.EnergIIZE.org](http://www.EnergIIZE.org)) will be available late December 2021.

#### **19. Are EnergIIZE funds stackable with other state/CEC incentives?**

Yes, applicants are encouraged to utilize incentives from other local, state, and/or federal grant programs and if applicable, incentives offered through investor owned utility (IOU) make-ready programs. Applicants are also encouraged to leverage Low Carbon Fuel Standard credits (LCFS) where applicable.

#### **20. Where can I access the list of approved/preferred vendors?**

A list of approved and preferred vendors will be announced in early 2022 and be available on the EnergIIZE website.

#### **21. What is the Infrastructure Readiness Center?**

The Infrastructure Readiness Center (IRC) is a centralized hub for technical assistance including online planning resources, technical workshops, infrastructure equipment catalogs, one-on-one helpline assistance and more. The IRC number is 1(877) ENR-GIZE (1-877- 367- 4493). Questions or comments can be emailed to [infrastructure@calstart.org](mailto:infrastructure@calstart.org).

#### **22. Will grid-connection be a requirement for EV charging infrastructure?**

Yes.

#### **23. Is funding available for both public and private companies?**



Yes.

**24. How does one become an approved/preferred vendor? Will approved/preferred vendors have EVTIP certified electricians? Do they have other notable criteria?**

Review the Implementation Manual to learn how to become an approved or preferred vendor under the EnergIIZE Commercial Vehicles Project.

