CALIFORNIA
AIR RESOURCES BOARD

TRIG Infrastructure Meeting #7
Planning and Implementing an Infrastructure Project

May 12, 2025

2025 Infrastructure TRIG Panel

Co-Chairs:
Lisa McGhee, Tom's Truck Center

Leslie Goodbody, CARB

Kate Reid, CEC

Panelists:
Angela Clapp, Port of Oakland

Aravind Kailas, Volvo Group NA

Arturo Hernandez, A&C Transportation

Blaine Wagner, Clark Pacific

Carlos Cardenas, CVM Fleet Services

Chris Shimoda, California Trucking Association

Chuck Loy, Sysco Corporation

Clair Keleher, Bay Area AQMD

Collin MacGregor, Range Energy

Cristina Marquez, IBEW Local 596

Panelists:
Damon Wyckoff, Calaveras County Water District

Dirk Piersma, Gemperle Farms

Emmanuel Carrillo, Talon Logistics, Inc.

Erick Karlen, Pacific Gas & Electric

Eugene Litvinov, Hyundai Motor NA

Glen Kedzie, Truck Renting & Leasing Association

Glenn Choe, Toyota Motor NA

Isaac Ritter, J.B. Hunt Transport Services

Jamie Hall, EV Realty

Jessie Denver, GoBiz

Jimmy Andreoli II, Baker Commodities

Jose Rodriguez, Chevron Hydrogen Business Development

Panelists:
Lindsay Shigetomi, Environmental Defense Fund

Mark Koppang, Raley's

Matt Miyasato, FirstElement Fuel

Pricilla Quiroz, CA Municipal Utilities Assoc.

Ralph Adams, BorgWarner

Richard Battersby, City of Oakland

Richard Parenteau, No Carbon Fuel,

Ruth Alfson, Matrix Consulting Group

Sam Wilson, Union of Concerned Scientists

Sam Vercellotti, Terawatt Infrastructure

Scott Moon, Los Angeles Department of Water and Power

Steven Fenaroli, California Farm Bureau

CARB

Agenda

- Introduction
  - NEW website: https://ww2.arb.ca.gov/ZEInfrastructure
- Planning and Preparing for electrification – Ziga Ivanic, CLEAResult Energetics
- Streamlined Infrastructure Permitting – Jessie Denver, GoBiz
- Utility Program Support Services and Funding updates
  - PG&E – Tim O'Neill
  - SCE – Ramiro Lepe
  - SDG&E – Danielle Weizman
  - LADWP – Scott Moon
- EnergIIZE program updates – Ian Cadger, CALSTART
- Focused discussion
- Next steps

CARB

CLEAResult®

Fleet Electrification Planning

CARB TRIG

Infrastructure Meeting 7

5.12.2025

COMPANY INTRODUCTION

CLEAResult

Energetics

CLEAResult division specializing in innovative sustainable energy solutions. Clients include U.S. Department of Energy (since 1979), other federal agencies, six national laboratories, states, municipalities, utilities, universities, vehicle OEMs, and private companies.

SPEAKER

Ziga Ivanic, PE, PMP

- Sr. Transportation Program Director
- San Diego, CA Office
- BS and MS in Mechanical Engineering
- 20 years of experience in transportation:
  - fuels and advanced powertrains
  - technology demonstration and evaluation
  - fleet transition planning
  - utility pilot and program evaluations

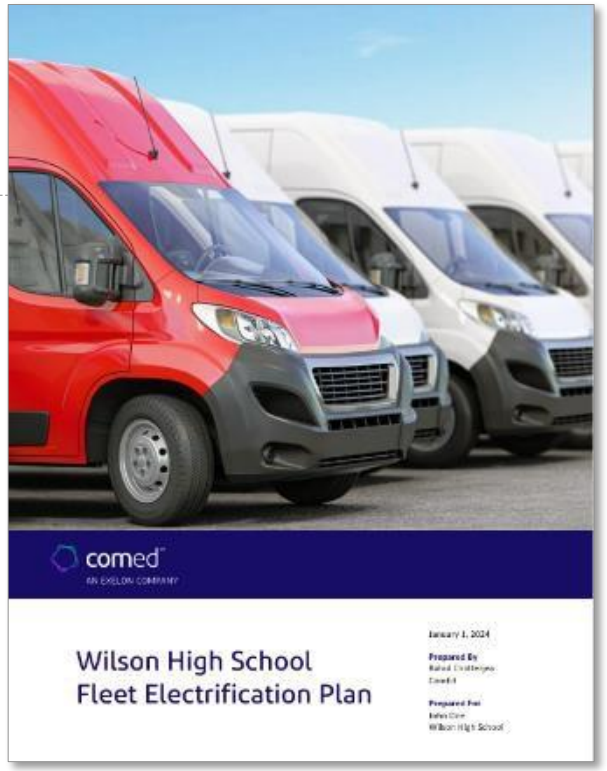
Key Projects

- SB350 PRP & SRP 3rd Party Evaluations of CA IOU Transportation Electrification Programs
- Department of Energy, Vehicle Technology Office, Electrification and Grid & Infrastructure Program Technical Support
- New York State Clean Transportation Prizes and Clean Mobility Program Administration
- Numerous fleet transition plans

Fleet Transition Planning

What does it entail?

- Quantitative and qualitative fleet data analysis to determine the most feasible and sustainable options (EV, H_2, etc.)
- Vehicle and fueling / charging plan development to support fleet sustainability goals and objectives



Fleet Transition Planning Considerations

- Understanding the goals and objectives
  - Sustainability and regulatory drivers
- Identifying and involving stakeholders in the process
  - Fleet and facility managers, procurement and finance departments
- Approach
  - Internal
    - Using existing staff
    - Online & dealer resources
    - Utility TE advisory services
  - Outsourced
    - Hiring an expert consultant

Fleet Transition Planning Approach Summary

Overarching

- Project Management

Component A

- Fleet Assessment and Transition Planning

Component B

- Electrical Upgrades and Fleet Charging Infrastructure

Component C

- Vehicle Fleet and Charging Infrastructure Costs

Component D (Post-main project)

- Implementation Support, Progress Analysis, and Plan Updates

Fleet Transition Planning Process

1. Evaluate the vehicle (light-, medium-, and heavy-duty) fleet and non-road equipment inventory, determining current demographics, fuel usage, GHG emissions, and fueling
2. Develop an electric vehicle- (EV) focused vehicle transition plan that meets the operational needs and goals for all vehicle/equipment classes and types
3. Evaluate electrical capacity at relevant facilities and develop a phased charging/fueling infrastructure plan with planning level designs/costs
4. Provide guidance on staff training, vehicle management/maintenance, and charging/fueling infrastructure
5. Potential post-roadmap plan development support to evaluate transition progress, results, and update plans as-needed

A: Fleet Assessment

Goal: Develop understanding of current fleet vehicle, operations, procedures; develop sustainable fleet transition plan

- Baseline
  - Request for information: vehicle/equipment inventory, understand fleet's EV experience,
  - Review fleet sustainability plans and targets
  - Determine usage of each vehicle/equipment unit
- Determine potential vehicle/equipment options that fit the fleet's inventory
- Determine if fleet right-sizing/right-typing is needed
- Develop fleet transition plan – annual ideal; smoothed budget option
- Staff training, maintenance and management best practices – summarize

A: Fleet Assessment

- Example Fleet Electrification Plan Scenarios to Ensure Regulatory Compliance to Compare Timing and Costs

Fleet Replacement Count by Classification (Smoothed/ACF Compliant Plan)

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
ACF	**2**	**4**	**10**	**4**	**4**	**2**	**3**	**4**	**4**	**5**	**4**	**2**	**3**	**3**	**5**
HD Crane			1							1					
HD Dump Truck		2	3										1		
HD Vac Truck			1												
HD Well Rig														1	
MD Truck 3/4	1					1				1		2	1		
MD Truck C3		2	3	2	1		1	2	2	2				2	3
MD Truck C4			2		1	1		1	1		3				2
MD Truck C5				2	2		2	1	1	1					
MD Truck C6	1										1		1		
Non-ACF	**3**	**3**	**0**	**5**	**6**	**6**	**3**	**1**	**1**	**3**	**3**	**4**	**8**	**3**	**2**
LD Cargo Van		2			1	1	1							2	
LD Pickup Truck	1	1		5	3	5	2	1	1	2	1	4	8	1	
SUV	1				1						1				1
SUV Compact	1				1					1	1				1

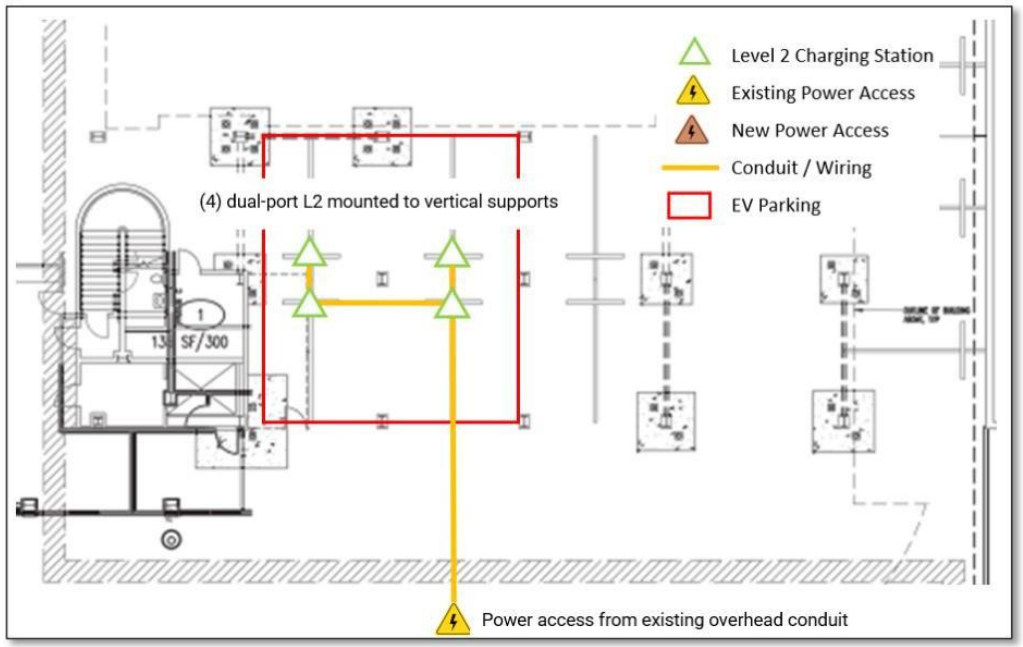
B: Electrical Upgrades and Fleet Charging Infrastructure

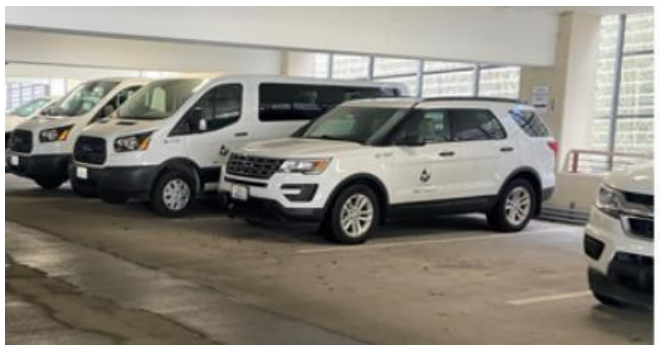
Goal: Develop understanding of electrical capacity at fleet facilities, determine EV charging requirements, evaluate time-based charging options, develop phased charging infrastructure implementation plan

- Baseline
  - Request for information: electrical service/distribution, parking, operational information for facilities where vehicles park (includes potential new locations)
  - Site visit evaluations – determine available electrical capacity (power and timing)
- Determine vehicles/equipment energy requirements; aggregate by facility/parking area
- Determine charging station requirements to meet energy and dwell time requirements
- Determine ideal locations for charging stations
- Evaluate tariff impact on charging cost and timing
- Use vehicle plan to develop phased charging infrastructure implementation
- plan Summarize staff training, maintenance and management best practices

B: Electrical Upgrades and Fleet Charging Infrastructure

- Planning Level Site Plans based on Vehicle Travel Data and Information Gathered at Site Visit





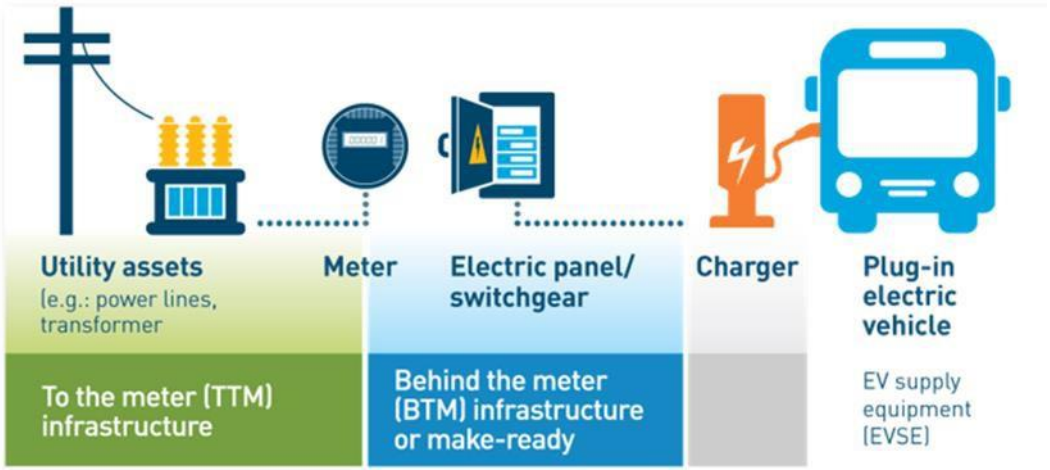
C: Vehicle Fleet and Charging Infrastructure Costs

Goal: Extend Component A (vehicles) and Component B (charging infrastructure) to develop estimated costs, identify potential external funding the fleet could pursue to reduce capital costs

- Extend fleet transition plan to include acquisition costs – Annual ideal; smoothed budget option
  - Online/consultant tools, fleet references/price lists, & external information
  - Estimate operations cost differences (energy and maintenance)
- Extend charging infrastructure implementation plan to include costs (capital, installation) - online/consultant tools, fleet references/price lists, & external information
- Funding sources – Identify potential sources (federal, state, utility) and impacts (vehicles, charging infrastructure, installation, etc.)

C: Vehicle Fleet and Charging Infrastructure Costs

- Customer / Utility Cost Responsibility



- Site-Specific EVSE Installation Cost Estimate

Police Garage EVSE Installation	Material	Labor	Total
Vehicle Charging Equipment	**$ 23,035**	**$ 11,420**	**$ 34,454**
Level 2 dual-port charger	$ 12,000	$ 5,467	$ 17,467
Charge Management System Subscription	$ 1,000	$ -	$ 1,000
Electrical Components	$ 535	$ 689	$ 1,224
Peripheral Equipment and Sitework	$ 9,500	$ 5,264	$ 14,764
Electrical Distribution	**$ -**	**$ -**	**$ -**
Transformer, including earthwork	$ -	$ -	$ -
Electrical Components	$ -	$ -	$ -
Site Control and Remediation	**$ 2,050**	**$ 2,754**	**$ 4,804**
Access control and Safety	$ 2,050	$ 2,754	$ 4,804
Disturbed Surface Repair	$ -	$ -	$ -
Electrical Utilities	**$ 10,160**	**$ 4,597**	**$ 14,757**
Trenching/Wiring	$ 9,120	$ 2,992	$ 12,112
Material Disposal	$ 1,040	$ 1,606	$ 2,646
Total	**$ 35,245**	**$ 18,771**	**$ 54,016**
Cost per charging port	*$ 4,406*	*$ 2,346*	*$ 6,752*

D: Implementation Support, Progress Analysis, and Plan Updates

- Post plan support is needed to refine implementation plan (vehicle & charging) annually
  based on feedback
- Implementation progress metric tracking and analysis
- Pilot demonstrations for harder to electrify/newer options – medium/heavy-duty vehicles
- Evaluation of emerging technologies for charging and resilience
- Support procurement of EVs and charging infrastructure (tech specs & evaluation)

  Research, analysis, down-selection, pilot demonstrations of non-EV options for hard to electrify vehicles

Questions for consideration?

- Is fleet property owned or leased (impacts permits and easements)?
- Does fleet want to take on planning and construction management for BTM charging infrastructure?
- What is the fleet's risk tolerance regarding newer EV OEMs?
- Is the fleet interested in grant funding for innovative, earlier stage, technologies (V2G, etc.)? Adds grant management requirements and complexity.
- Is the fleet interested in accelerating replacement (esp. LD) to accelerate GHG reductions/lead by example?
- Is the fleet considering delaying medium- and heavy-duty until vehicle availability/pricing improves? Potential for pilots now.
- What is the fleet's priority for equipment?

Charging Site Assessment

Determining Existing Available Capacity

Electrical panel capacity

Available Amperage = Main Panel Breaker – sum of Load Breakers
Available Power Capacity = Available Amperage * Panel Voltage (208/480)

Transformer rating (SCE & SDGE)

Contact an electrician for more accurate information and your utility for service upgrade information (see Utility TEAS slides)

Charging Location Considerations

Cost impacts

- Utilize existing power capacity
- Close to power source
  - Reduces trenching ($$$)
- Building conduit vs underground
- Utilize softscape when possible
  - Trenching through dirt instead of pavement

Convenience

- Ingress/egress
- Proximity of EV charging port to EVSE (EVSE cord length)
- EVSE cord retractors for cord management
- Charging session activation options (i.e., RFID, code, card)
- Minimize loss of parking

Source: Standard Review Projects 3rd Party Evaluation Report EY2022

Charging Installation Examples

Charging installation at the site depot, showing chargers and multiple shuttle vans charging

Charging installation showing chargers, above-ground conduit run, and a bus charging

Charging installation at the site depot showing L2 chargers, above-ground conduit run, and switchgear

Charging installation at the site showing transformer (left), one three-port DCFC (center), switchgear (right), and several yard tractors (rear).

Source: Standard Review Projects 3rd Party Evaluation Report EY2022

Charging Installation Examples

Site Layout Showing Nine of 12 Power Electronics Dispensers (small units) and Power Cabinets for 60 kW Rotational Charging (white boxes at image center)

Existing ChargePoint CPE-250 Chargers, Delta Electronic Wallbox (center), BTC Power DCFC (left), and Endera/Lightning eMotors Electric MD Transit Buses

Figure 115. Final Deployment of Transformer and Switchgear Pad and Island

Figure 114. Large-Scale Deployment of Chargers at a Medium-Duty Site

Figure 187. Pantograph Charging System Installed to Serve a Transit Bus Site

Switchgear, Nuvve Chargers, and Blue Bird RE Electric Buses

Charger Electrical Stub-outs (capped in orange) Showing Future Buildout Locations

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Source: Standard Review Projects 3rd Party Evaluation Report EY2023

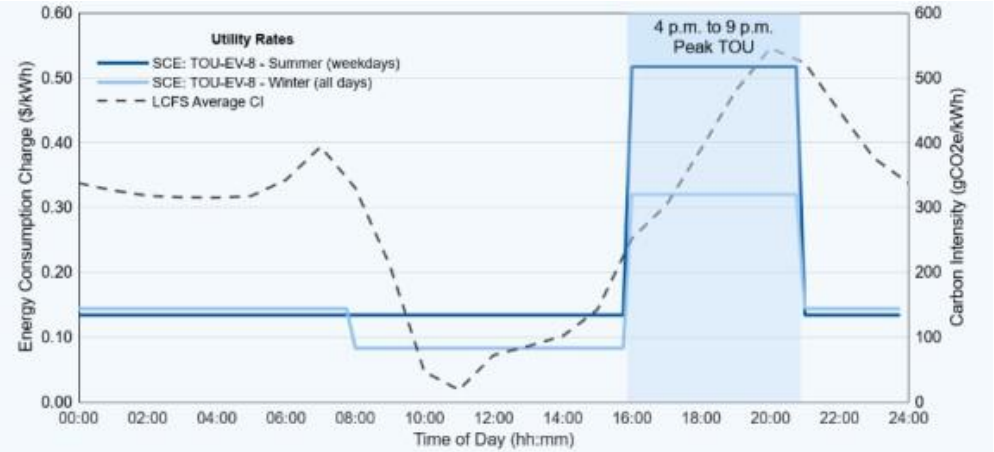
Load Management

Load Management

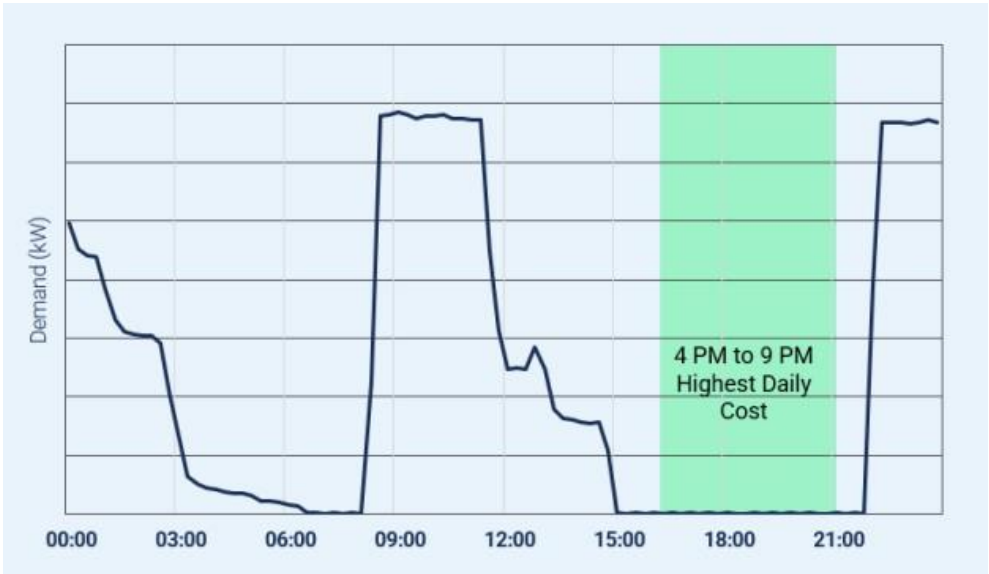
Introduction

- WHAT – controlling EV charging
- WHY
  - Minimizing charging costs by avoiding charging during highest cost time period
  - Receiving utility service upgrade with temporarily constrained capacity
- HOW
  - Delaying charging until after highest cost time period
  - Reducing charging demand

EV TOU rate example and LCFS Carbon Intensity



Managed fleet charging example



Source: Standard Review Projects 3rd Party Evaluation Report EY2023

Load Management

Basic Requirements

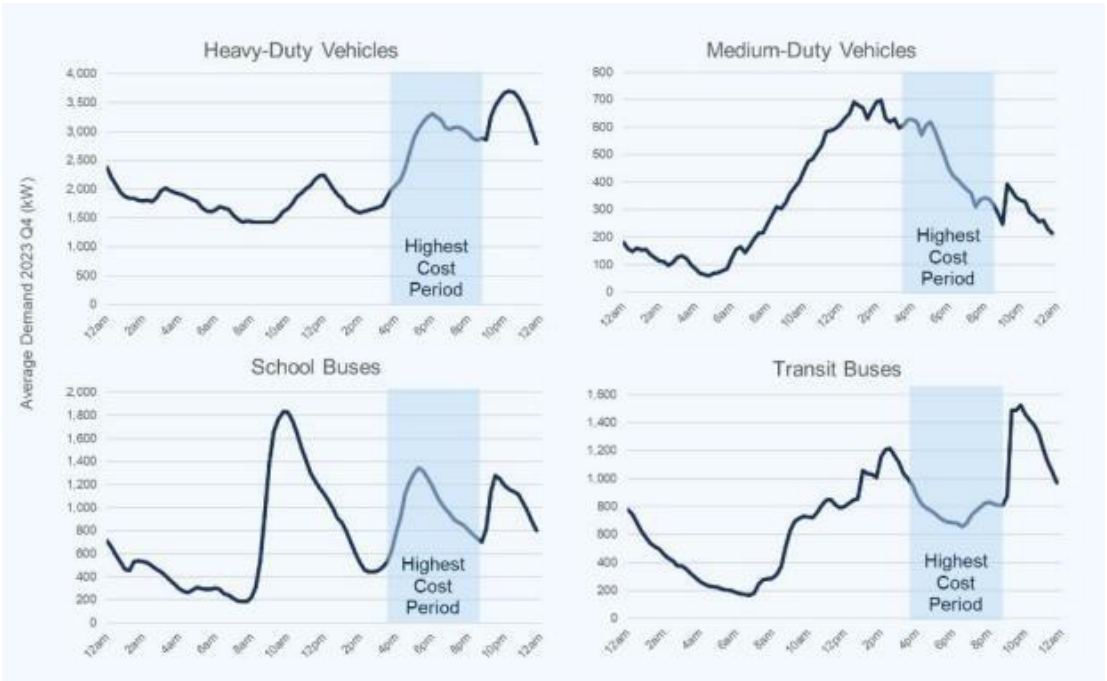
- Requires networked EVSE
  - OCPP compliance
- Passive Network Service Provider (NSP) options
  - Set lockout time period
  - Set start and stop times
  - Utility tariff alignment
  - Power level management
    - Reduced power level

Options

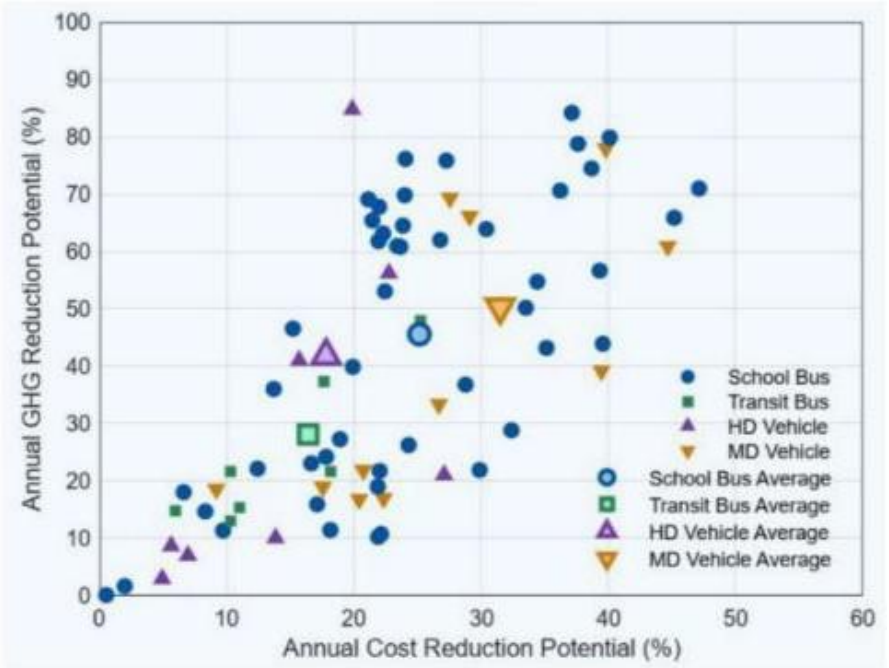
- NSP managed charging
  - Additional monthly fee
  - Active load management and optimization behind the scenes
  - Example NSPs: BP Pulse, The Mobility House, Nuvve, Synop
- EV charging schedule
  - Option on very few commercial EVs
- Could be utility required where a full load request can not yet be accommodated
  - PG&E Flex Connect Program

Load Management

Typical Daily Load Profiles

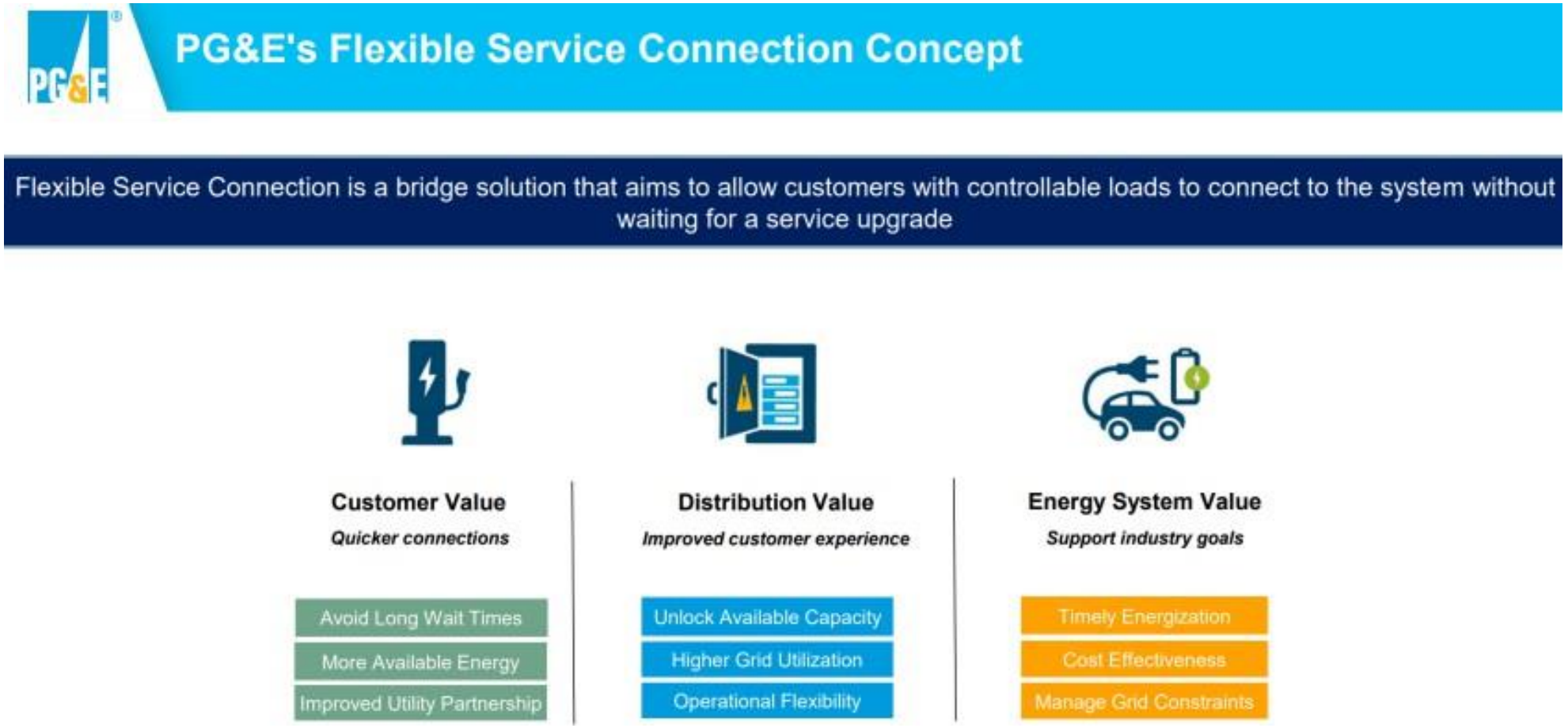


Cost and GHG Reduction Potential



Source: Standard Review Projects 3rd Party Evaluation Report EY2023

Flex Connect



Source: PG&E Q1 2025 Program Advisory Committee Presentation, 4/22/2025

Flex Connect

Real World Example of Potential Benefits

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hour of the Day 0	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
1	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
2	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
3	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
4	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
5	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
6	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
7	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
8	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
9	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
10	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
11	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
12	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
13	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
14	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
15	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
16	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
17	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
18	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
19	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
20	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
21	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
22	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%
23	71%	71%	71%	20%	20%	20%	20%	20%	20%	20%	71%	71%

STATUS QUO: Planning Limits for 3.8MW EV Charging Station

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hour of the Day 0	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
1	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
3	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
4	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
5	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
6	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
7	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
8	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
9	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
10	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
11	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
12	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
13	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
14	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
15	100%	100%	100%	100%	100%	100%	100%	100%	87%	100%	100%	100%
16	100%	100%	100%	100%	100%	100%	89%	94%	83%	100%	100%	100%
17	100%	100%	100%	100%	100%	100%	75%	83%	71%	100%	100%	100%
18	100%	100%	100%	100%	100%	100%	59%	68%	64%	100%	100%	100%
19	100%	100%	100%	100%	100%	100%	63%	66%	56%	100%	100%	100%
20	100%	100%	100%	100%	100%	100%	64%	66%	59%	100%	100%	100%
21	100%	100%	100%	100%	100%	100%	75%	76%	73%	100%	100%	100%
22	100%	100%	100%	100%	100%	100%	85%	87%	84%	100%	100%	100%
23	100%	100%	100%	100%	100%	100%	85%	94%	88%	100%	100%	100%

FLEX CONNECT: Can Support Full Request ~90% of the time on Average

Key Takeaway – If a customer can reduce consumption for 3 months during 3-11PM we can serve their full load request

Source: PG&E Q1 2025 Program Advisory Committee Presentation, 4/22/2025

Charging Equipment Selection

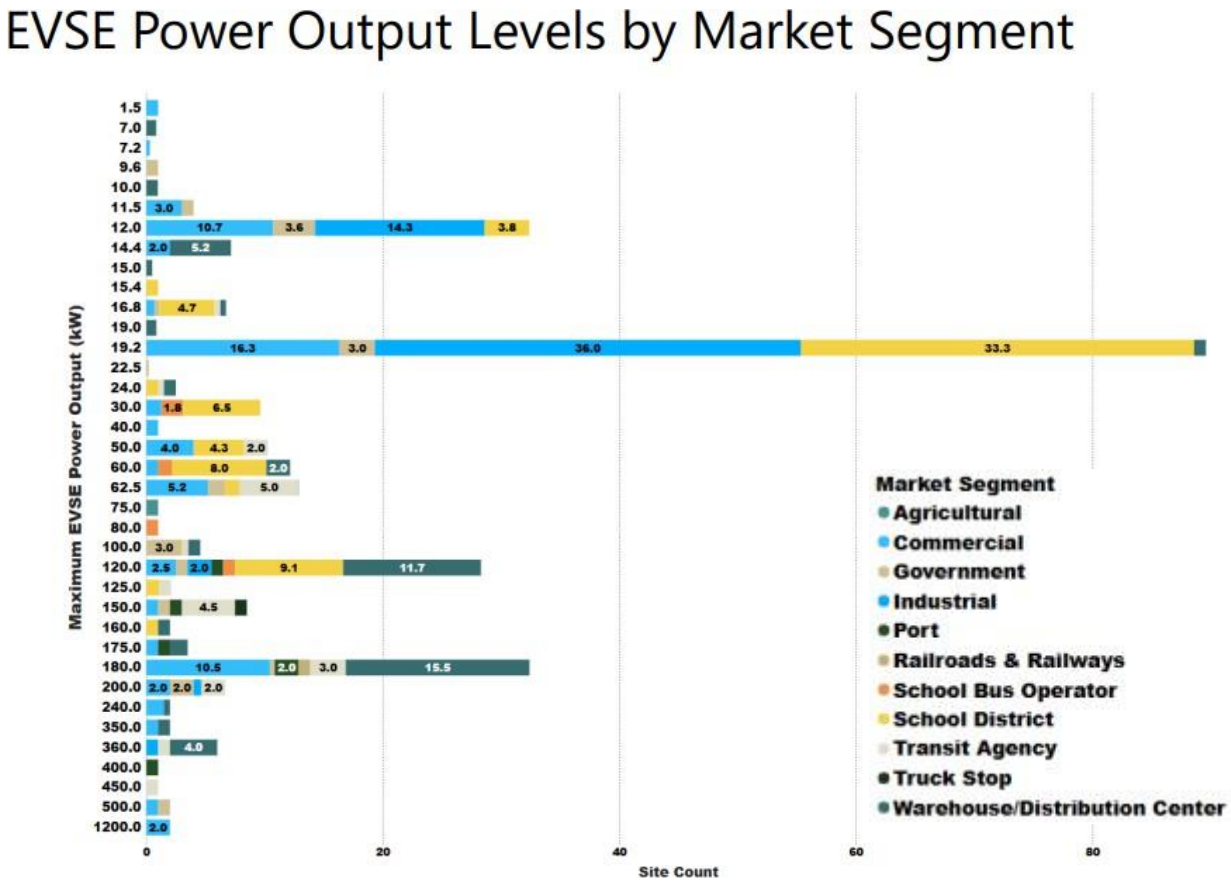
Electric Vehicle Supply Equipment (EVSE)

Power Levels

- Level 2 Alternating Current (AC): 6 - 19.2 kW
  - 208 or 240 V
  - 32, 40, 50, 70 or 80 A
- Direct Current Fast Charger (DCFC): 20 - 1,500 kW
  - 480 V 3-phase
  - Common configurations: 25, 50, 62.5, 100, 120, 150, 175, 180, 200, 240, 300, 350, 400
  - Multiples of 20, 25, 30, 40, 50 kW power modules

Level 2 EVSE

DCFC EVSE



Source: SCE Q1 2025 Program Advisory Committee Presentation, CRT Program, 3/14/20

EVSE Connectors

Level 1 & 2

- SAE J1772 Standard (J1772)

AC Level 1 Charging
Approximately 5 miles of range per 1 hour of charging*

J1772 connector

*Assumes 1.9 kW charging power

AC Level 2 Charging
Approximately 25 miles of range per 1 hour of charging†

J1772 connector

J3400 (NACS) connector

† A Level 2 can range from 2.9 to 19.2kW power output

DCFC

- SAE J1772 Combined Charging Standard (CCS)
  - L1/2 J1772 + DCFC
- SAE J3400 North American Charging Standard (NACS aka Tesla)
- CHAdeMO (Japanese)

The Combined Charging System (CCS), also known as the SAE J1772 combo, charge port on a vehicle can be used to accept charge with Level 1, Level 2, or DC fast charging equipment.

DC Fast Charging
Approximately 100 to 200+ miles of range per 30 minutes of charging‡

CCS connector

CHAdeMO connector

J3400 (NACS) connector

‡ A DC charging unit can provide up to 500 kW. Charging power varies by vehicle and battery state of charge.

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Source: U.S. Department of Energy, Alternative Fuels Data Center: Electric Vehicle Charging Stations

EVSE Resource

Electric Power and Research Institute (EPRI) Vetted Product List

- Comprehensive and consolidated resource for industry stakeholders, to include utilities and state agencies, to vet products and equipment for the deployment of EV charging systems
- Equipment is evaluated against criteria developed by industry consensus, utility input, and review of government agency requirements for the EVSE industry

EPRI VETTED PRODUCT LIST

- EPRI Vetted Product List (Updated 3/19/25)
- ComEd - EPRI Vetted Product List
- Georgia Power - EPRI Vetted Product List
- Joint Utilities of NY - EPRI Vetted Product List
- Massachusetts - EPRI Vetted Product List
- NYSERDA - EPRI Vetted Product List
- Oregon DOT - EPRI Vetted Product List
- PacifiCorp - EPRI Vetted Product List (.pdf file download / xls file download)
- Pacific Gas & Electric - EPRI Vetted Product List
- Portland General Electric - EPRI Vetted Product List
- Salt River Project - EPRI Vetted Product List
- San Diego Gas and Electric - EPRI Vetted Product List
- Southern California Edison - EPRI Vetted Product List

https://www.epri.com/vpl

Range of EVSE Options

6 kW ➔ 10 kW ➔ 25 kW ➔ 50 kW ➔ 100-150 kW ➔ 350 kW ➔ 400 – 1,300 kW Power Cabinet with Multiple Dispensers

Source: ACT EXPO, Anaheim, CA, 5/1/2025

EVSE below 50 kW

Level 2 AC

Low Power DCFC (20-30 kW)

Source: ACT EXPO, Anaheim, CA, 5/1/2025

DCFC EVSE Options (>50 kW)

Integrated

- Stand alone
  - Power modules included
  - Larger footprint can take up parking

DCFC Power Modules

Modular

- Separate power cabinet/dispenser
  - Smaller footprint for dispenser
  - Remote power cabinets with modules

Source: ACT EXPO, Anaheim, CA, 5/1/2025

Plethora of DCFC Options

CLEAResult®

Source: ACT EXPO, Anaheim, CA, 5/1/2025



Which One is Right for You?




CLEAResult®

Source: ACT EXPO, Anaheim, CA, 5/1/2025

Example EVSE Pricing (low end)

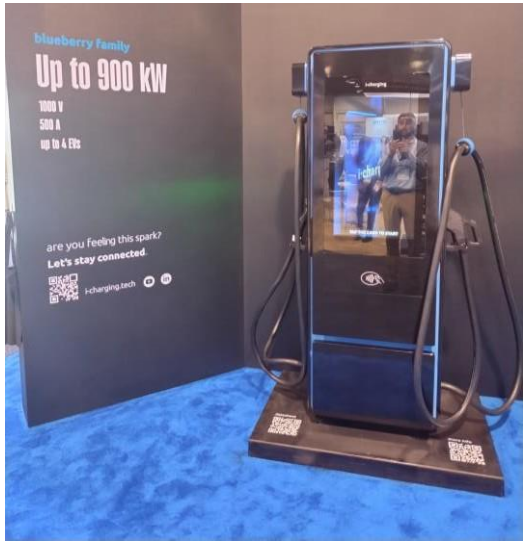
Source: ACT EXPO, Anaheim, CA, 5/1/2025

Innovative Charging Examples

Quick Deployment Option

Source: ACT EXPO, Anaheim, CA, 5/1/2025

High Power EVSE Options



Source: ACT EXPO, Anaheim, CA, 5/1/2025

Utility Transportation Electrification Advisory Services

Utility Transportation Electrification Advisory Services (TEAS)

Overview

- Free educational resources
  - Online materials and total cost of ownership tools
- Customer engagement:
  - Test drives, marketing events, and webinars
  - Community Based Organizations
- Tailored resources for personalized consultation
  - Dedicated TEAS advisors and SMEs

Services

- Capacity analysis
- Site and load planning
- External funding information
- Grant assistance
- EVSE and EV selection
- Rate optimization
- Load management planning
- Emerging technology consulting

Q&A

CALIFORNIA
BUSINESS AND ECONOMIC DEVELOPMENT

CARB TRIG Meeting
Streamlined ZEV Infrastructure Permitting

Governor's Office of Business & Economic Development (GO-Biz)

May 12, 2025

The GO-Biz Team

GO-Biz serves as the State of California's leader for job growth, economic development, and business assistance efforts.

Business Investment Services

Community & Place Based Solutions

Permits

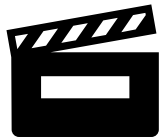
Small Business

International Affairs

ZEVs and Infrastructure

Energy

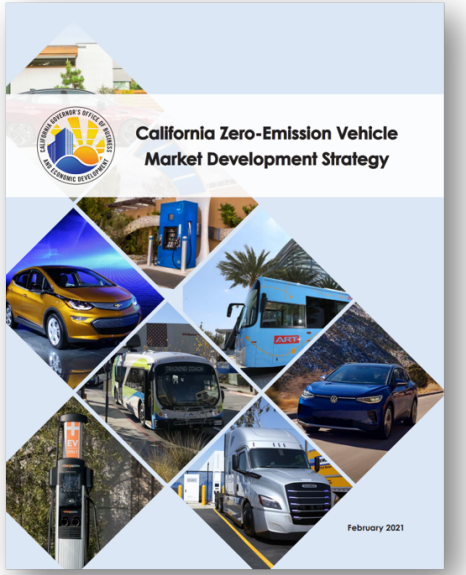
Infrastructure and Development Bank (IBank)

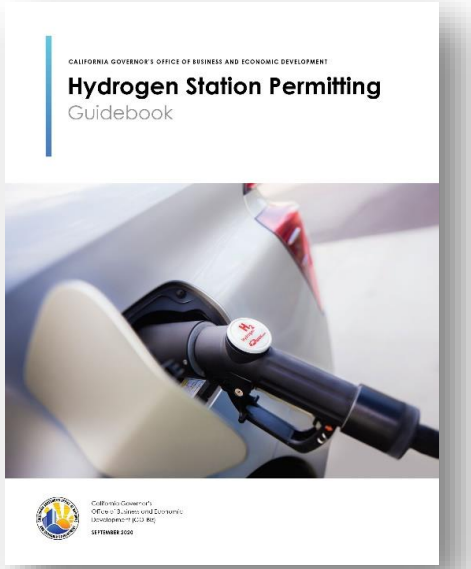


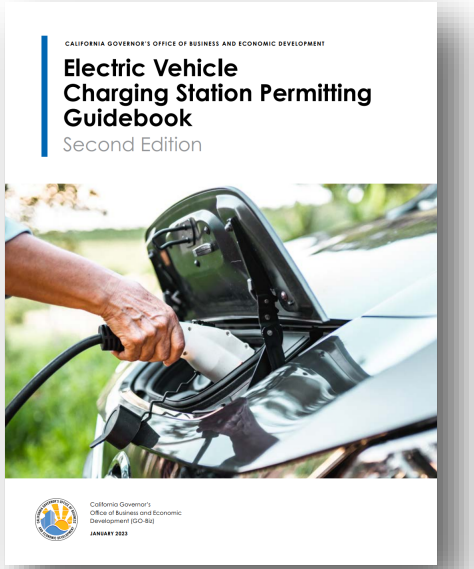
CA Film Commission

Travel and Tourism (Visit CA)

ZEV Market Development







- State agency alignment and coordination
- Existing and proposed regulatory navigation assistance
- Industry collaboration and collective problem-solving
- ZEV-related business support
- **Fueling infrastructure permitting compliance and assistance**

ZEV Infrastructure: Permit Streamlining Laws

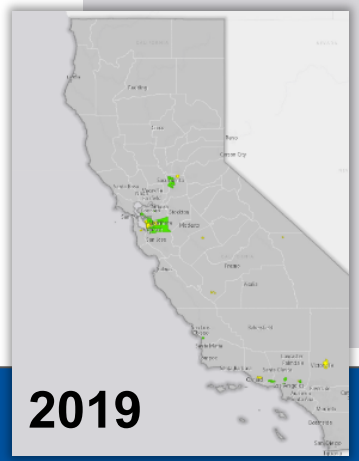
AB 1236 & AB 970

- Administrative approval for EV charging stations and timelines for issuing permits

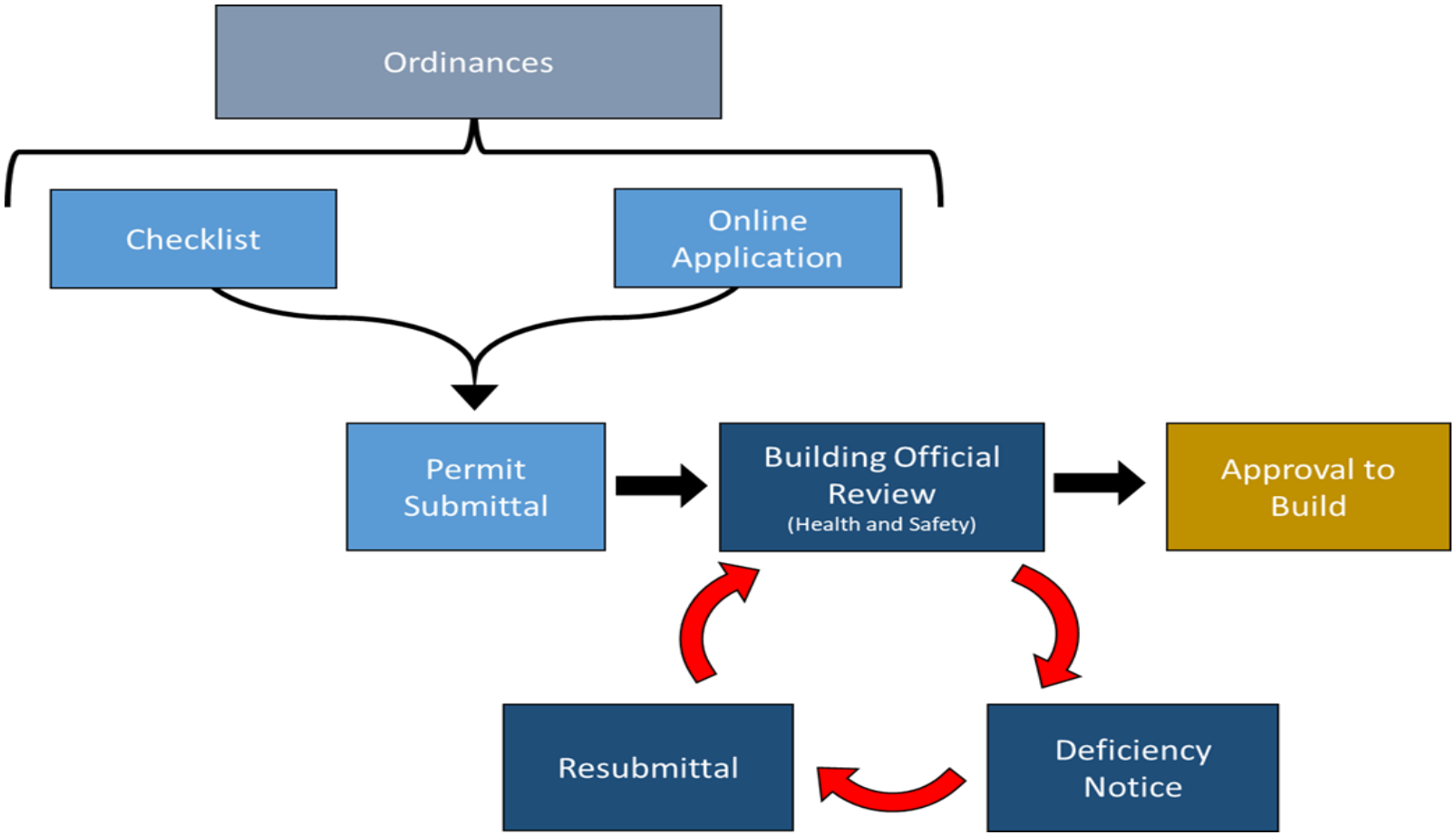
540 total AHJs
- 344 AHJs streamlined
- 88 currently in progress
- 108 not streamlined

SB 1291 & SB 1418 (2024)

- Hydrogen stations; end of slide deck



AB 1236 (2015)


Ordinances
Checklist
Online Application
Permit Submittal
Building Official Review
(Health and Safety)
Approval to Build
Resubmittal
Deficiency Notice

AB 970 (2021)

- For ≤ 25 chargers = 5 days application incomplete/complete; 20 days approval to build

- For > 25 chargers = 10 days application incomplete/complete; 40 days approval to build

- Parking = non-issue
  - If EVSE replace parking spaces, city/county is must reduce number of required spaces.

- Applies to all cities and counties

GO-Biz Oversight

- Track compliance with laws
- Provide market resources: Guidebook, TA, FAQs
- Track barriers
- Facilitate solutions btwn developers and AHJs
- NEW – Proactive AHJ outreach
- NEW – Attorney General's Office - Legal Alert

Common Issues / Barriers

Zoning and permit streamlining incompatibilities: State's expectation that AHJs enable charging and fueling infrastructure in all zones

Offsite improvements and development: Can make the project more complex and extend overall project permit processes

Aesthetics and screening: Typically falls outside of the health and safety and should not be considered for permit approval

Accessory Use Cases: Restrooms, concession/food, etc.

Undergrounding Utility Ordinances

Encroachment permits: Opportunity for better process/timing alignment between AHJs/Caltrans/utilities

Facilitating Solutions: Attorney General's Legal Alert

5 Common Compliance Issues

1. **Local Zoning Overreach**: Applying local zoning regulations despite preemption under streamlining laws
2. **Discretionary Review Conflicts**: Requiring CUP or other processes despite mandated streamlining for *all types* of EV charging projects.
3. **Expanded Impact Considerations**: Assessing factors beyond health and safety, contrary to laws limiting AHJreview to only health and safety.
4. **Permit Delays**: Failing to meet mandated timelines for application review and approval.
5. **Ordinance Noncompliance**: Not adopting, publishing, or properly implementing expedited permitting reqs.

Legal Alert OAG-2025-01: Electric Vehicle Charging Station Permit Streamlining Requirements

Facilitating Solutions: Proactive Outreach to AHJs

Today: GO-Biz meetings w/AHJs once developer has brought an issue to us. GO-Biz escalation of issue (where appropriate)

New: GO-Biz proactive outreach to AHJs where funding has been awarded

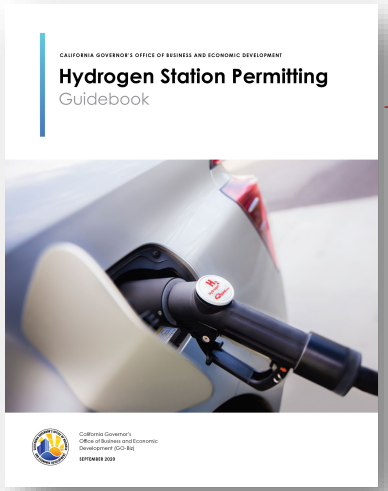
- GO-Biz request to meet with AHJ leadership
- Review projects coming to their community
- Discuss streamlining laws; identify potential issues and opportunities
- Feedback loop to developers and/or direct introduction

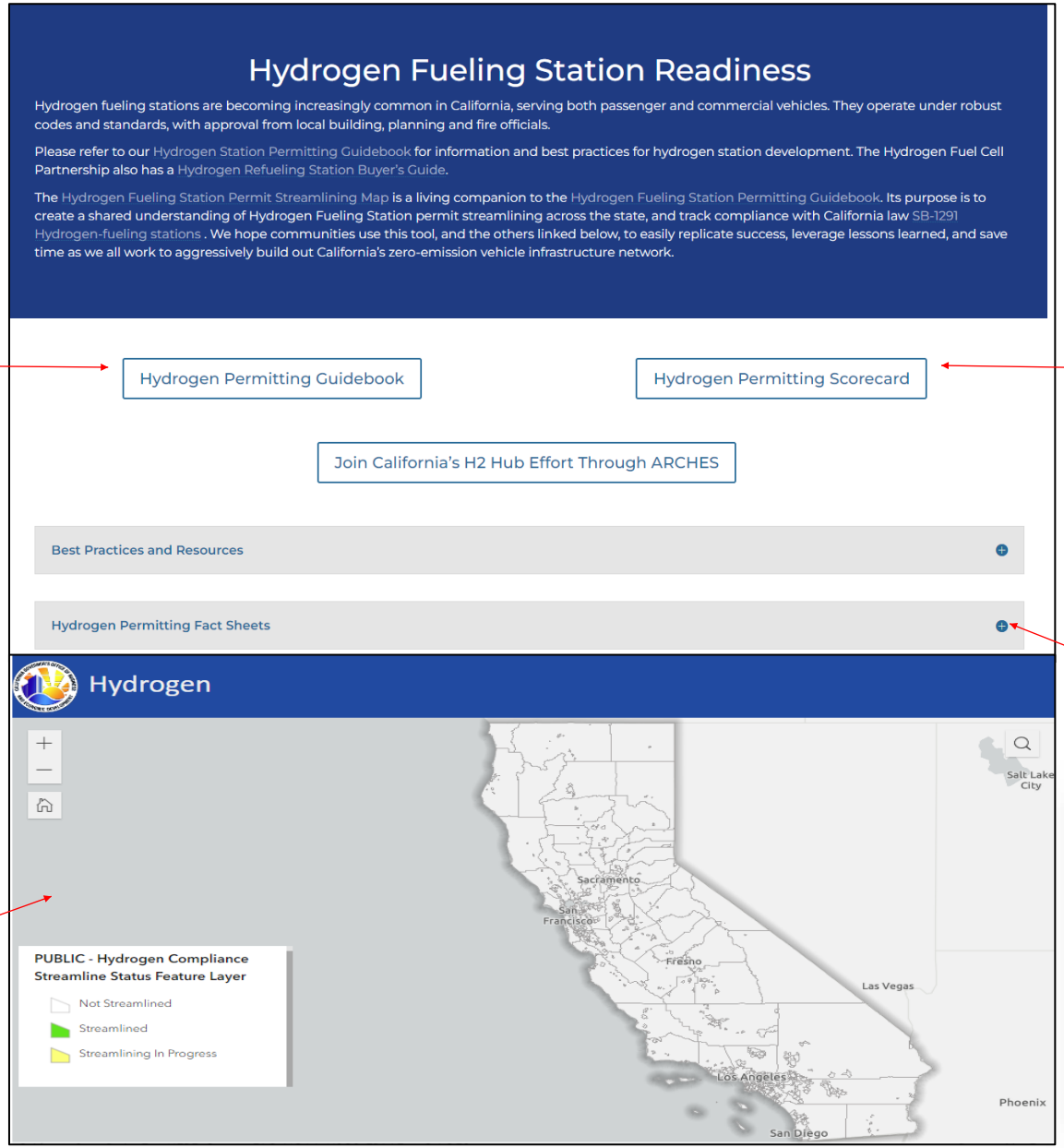
Hydrogen: Streamlined Permitting
SB 1291 (2022; superseded by SB 1418, 2024)

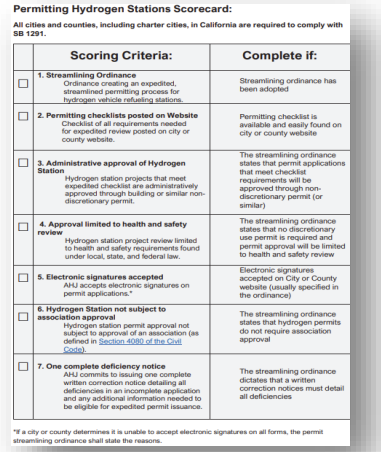
Hydrogen Infrastructure Project Processing Summary - SB 1291 (2022)
https://legiscan.com/CA/text/SB1291/id/2606976

SEC 65850.7(b)(2) A city, county, or city and county shall administratively approve an application to install hydrogen-fueling stations through the issuance of a building permit or similar nondiscretionary permit. This paragraph shall only apply to an application to install hydrogen-fueling stations on a parcel that satisfies either of the following:

IMPACT	Proposed site is	Actions by City/County
SB-1291 Expedites	(1) Zoned Commercial/Industrial and (2) Free of Residential units:	Straight to Building & Safety for Permit Plan Review - Per SEC 65850.7(b)(3)**
SB-1291 Expedites	(1) Existing service station and (2) Building Official determines no adverse impacts likely (3) NEW BUILD Service Station is assumed to = "Existing"*	Straight to Building & Safety for Permit Plan Review - Per SEC 65850.7(b)(3)**
SB-1291 DOES NOT Expedite	Not an existing or proposed service station	Review as an entitlement (Use Permit or other as required by the City codes), Identify possible impacts, AND Create mitigation with project team, then go to Building & Safety for review!
SB-1291 DOES NOT Expedite	The Building Official indicates the project has a possible adverse impact.	Review as an entitlement (Use Permit or other as required by the City codes), Identify possible impacts, AND Create mitigation with project team, then go to Building & Safety for review!
NOTES		
	* Because the site is approved for a station and the station is in development the site is assumed to be considered an existing service station for the purpose of processing of the Hydrogen equipment additions (due to the intent of the law as described below).	** SEC 65850.7(b)(3): Review of an application to install an electric vehicle charging station or hydrogen-fueling station shall be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law. The requirements of local law shall be limited to those standards and regulations necessary to ensure that the electric vehicle charging station or hydrogen-fueling station will not have a specific, adverse impact upon the public health or safety. However, if the building official of the city, county, or city and county makes a finding, based on substantial evidence, that the electric vehicle charging station or hydrogen-fueling station could have a specific, adverse impact upon the public health or safety, the city, county, or city and county may require the applicant to apply for a use permit.
INTENT OF THE LAW		
	SEC 65850.7(a)(3): It is the policy of the state to promote and encourage the use of electric vehicle charging stations and hydrogen-fueling stations and to limit obstacles to their use.	







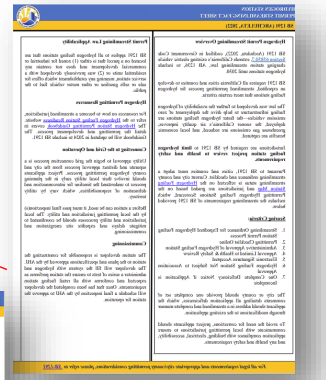
Permitting Hydrogen Stations Scorecard:

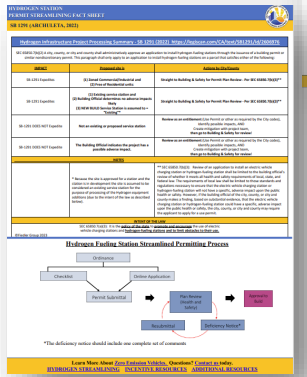
All cities and counties, including charter cities, in California are required to comply with SB 1291.

	Scoring Criteria:	Complete if:
☐	**1. Streamlining Ordinance** Ordinance creating an expedited, streamlined permitting process for hydrogen vehicle refueling stations.	Streamlining ordinance has been adopted
☐	**2. Permitting checklists posted on Website** Checklist of all requirements needed for expedited review posted on city or county website.	Permitting checklist is available and easily found on city or county website
☐	**3. Administrative approval of Hydrogen Station** Hydrogen station projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit.	The streamlining ordinance states that permit applications that meet checklist requirements will be approved through non-discretionary permit (or similar)
☐	**4. Approval limited to health and safety review** Hydrogen station project review limited to health and safety requirements found under local, state, and federal law.	The streamlining ordinance states that no discretionary use permit is required and permit approval will be limited to health and safety review
☐	**5. Electronic signatures accepted** AHJ accepts electronic signatures on permit applications.*	Electronic signatures accepted on City or County website (usually specified in the ordinance)
☐	**6. Hydrogen Station not subject to association approval** Hydrogen station permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code).	The streamlining ordinance states that hydrogen permits do not require association approval
☐	**7. One complete deficiency notice** AHJ commits to issuing one complete written correction notice detailing all deficiencies in an incomplete application and any additional information needed to be eligible for expedited permit issuance.	The streamlining ordinance dictates that a written correction notices must detail all deficiencies

*If a city or county determines it is unable to accept electronic signatures on all forms, the permit streamlining ordinance shall state the reasons.

Fact sheets





Streamlining Map

https://business.ca.gov/industries/zero-emission-vehicles/hydrogen-readiness/

[Hydrogen Readiness - California Governor's Office of Business and Economic Development]

CALIFORNIA
BUSINESS AND ECONOMIC DEVELOPMENT

Thank You!

Jessie Denver
Lead Advisor
ZEV Market Development Office
jessie.denver@gobiz.ca.gov
business.ca.gov/zev

Utility and Other Funding Programs

- Funding program presentations from June 5, 2024, TRIG meeting: Zero-Emission Infrastructure | California Air Resources Board
  - Funding presentations: https://ww2.arb.ca.gov/sites/default/files/2024-06/240605triginfra_otherpres_ADA.pdf
- Pacific Gas & Electric (PG&E)
- Southern California Edison (SCE)
- San Diego Gas & Electric (SDG&E)
- Los Angeles Department of Water and Power (LADWP)
- California Energy Commission's EnergIIZE Program

EV Fleet Program

5/12/25 CARB / TRIG Webinar

What is the EV Fleet Program?

EV Fleet is a ratepayer-sponsored program that is designed to accelerate EV adoption for medium duty, heavy duty (MDHD EVs) and off-road vehicles

GOAL:

Support the deployment of

>6,500 MDHD EVs

BUDGET:

$236 million

TIMEFRAME:

Enrolling sites through 2026 or until funding is fully subscribed

What vehicles are eligible?

Medium duty
Class 2–6
(>6,000 lbs GVWR)

School buses, cargo vans, box trucks, cutaways, work trucks, etc.

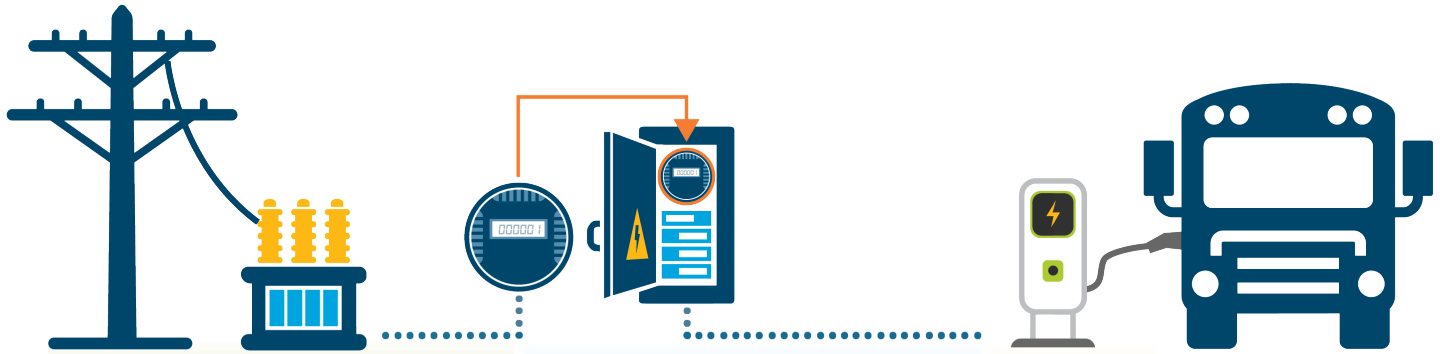
Heavy duty
Class 7–8

Heavy duty trucks, transit buses, drayage, etc.

Off road

Class 1 forklifts, tractors, construction equipment, TRUs, ground support equipment, cargo handling equipment, etc.

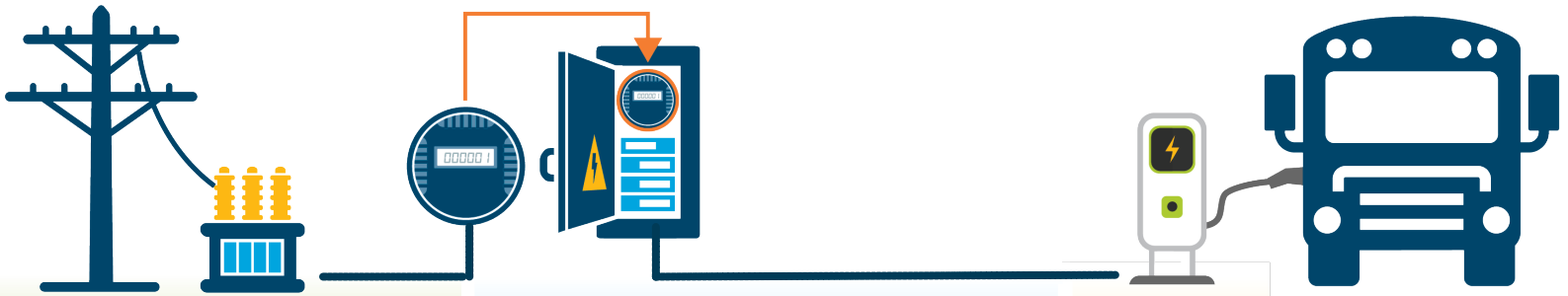
EV charging project breakdown



	Utility assets (e.g.: powerlines, transformer)	Meter / Electric panel/ switchgear	Charger / Plug-in electric vehicle
	To the meter (TTM) infrastructure	Behind the meter (BTM) infrastructure or make-ready	EV supply equipment (EVSE)
Who constructs, owns, and maintains?	PG&E	The customer	The customer
Who pays for?	PG&E	The customer	The customer
Available rebates/incentives?	N/A—fully paid for by PG&E	Incentives may be available to offset your out-of-pocket costs	Charger rebates available for transit agencies, schools, and some sites located in disadvantaged communities

Available incentives and rebates

CUSTOMER-OWNED



Utility assets
(e.g.: powerlines, transformer)

Meter

Electric panel/
switchgear

Charger

Plug-in
electric vehicle

To the meter (TTM) infrastructure

Fully paid for through the program (your EV meter will be connected to the grid for FREE)

Behind the meter (BTM) infrastructure

Eligible for incentive up to capped amount based on vehicle type**

Vehicle type	Per vehicle incentive
Transit buses and Class 8 trucks	$9,000 per vehicle†
Off-road vehicles	$3,000 per vehicle‡
School buses and Class 2-7 vehicles	$4,000 per vehicle†

EV supply equipment (EVSE)

Schools, transit agencies and sites in disadvantaged communities may receive EVSE rebates

EVSE power	Max. rebate amount*
Up to 50 kW	$15,000 per charger
50.1kW–149.9kW	$25,000 per charger
150 kW and above	$42,000 per charger

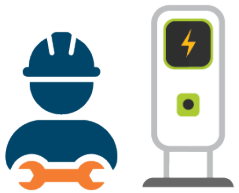
*Rebate not to exceed 50% of charger equipment. EVSE must meet minimum and standard requirements to be eligible for rebate. Fortune 1000 companies are not eligible.
**Incentive not to exceed 80% of customer out-of-pocket costs.
†Limited to 25 vehicles per site.
‡Limited to 50 vehicles per site.

Eligibility requirements

1 Be a PG&E electric customer

This includes Direct Access and retail customers, as well as customers receiving power from a Community Choice Aggregator.

2 Own or lease the property



Applicants must have authority to install charging infrastructure on their site.

3 Acquire at least 2 eligible EVs

Customers must plan to put into operation a minimum of two medium duty, heavy duty or off-road electric vehicles over the next 5 years.

4 Agree to all requirements

Customers must make a 10-year commitment to operate and maintain equipment, a 5-year commitment to provide EV usage data and agree to all terms and conditions.

Ready to apply

1	**Vehicle deployment plan**	Quantity, make and model of EVs that you plan to deploy over the next 5 years
2	**EV charger deployment plan**	Quantity, make, model, power level and datasheet for each EV charger that you plan to deploy **Approved Product List** (hosted by Southern California Edison)
3	**Map of EV charger location**	Map screenshot indicating the location where you plan to install your EV chargers
4	**Secured funding for out-of-pocket costs**	Grants or approved budget to cover cost of BTM infrastructure, vehicles and chargers
5	**Leadership approval**	Must have internal readiness to sign a contract to commit to the EV Fleet Program
6	**Proof of vehicle procurement**	Paid vehicle invoice, approved vehicle grant or a letter from board/owner/city council/etc
7	**Permission from property owner**	Property owner must be willing to sign an easement with PG&E for infrastructure installation

EV Fleet electrification process

SITE EVALUATION (3–5 months)

CUSTOMER TASK
PG&E TASK

START

CUSTOMER SUBMITS EV FLEET APPLICATION
1
Customer submits application through pge.com/evfleet

PG&E DESKTOP REVIEW AND PHONE SCREEN
2
PG&E develops a high level site assessment and meets with customer to confirm project scope

CUSTOMER INFRASTRUCTURE DESIGN
3
Customer works with electrical engineer to design behind-the-meter (BTM) charging system infrastructure, which includes charging stations

PG&E CAPACITY CHECK
4
PG&E estimates how much electrical capacity is needed and confirms availability

G&E SITE WALK AND INITIAL ESIGN
5
G&E surveys your site and ovides initial design of your to-e-meter (TTM) infrastructure uild-out

PG&E PROJECT REVIEW
6
EV Fleet team reviews project for acceptance into program

SIGN CONTRACT
7
All parties review and approve the proposal. Contract is signed.

FINAL DESIGN and EXECUTION

Depending on customer readiness, project execution can take 9–18 months

CUSTOMER BEGINS BTM CONSTRUCTION PROCESS
8
Customer hires a contractor to do BTM construction and obtains permits from local jurisdiction
2–12 months

PG&E FINAL DESIGN
9
PG&E finalizes TTM design
2–3 months

CUSTOMER BTM CONSTRUCTION
10
- Construct electrical infrastructure from switchgear to chargers
- Install charging equipment
- Complete municipal inspections

Timing varies by customer

PG&E TTM CONSTRUCTION
11
PG&E constructs utility infrastructure and installs meter
2–3 months

PG&E TURNS ON SERVICE
12
PG&E activates your service after inspections are complete
2–4 weeks

CUSTOMER COMMISSIONS CHARGERS
13
Ensure equipment is functioning as intended—test charger voltage and ensure network connectivity
Timing varies by customer

PG&E ISSUES QUALIFYING REBATES
14

COMPLETE

Business EV rate structure

1

Customers choose subscription level, based on charging needs

High Use EV Rate:

$95.56 / 50kW block over 100kW*

Low Use EV Rate:

$12.41 / 10kW block up to 100kW

Customers that want to **manage charging loads** can opt for a lower subscription level.

2

Subscription remains consistent month-to-month

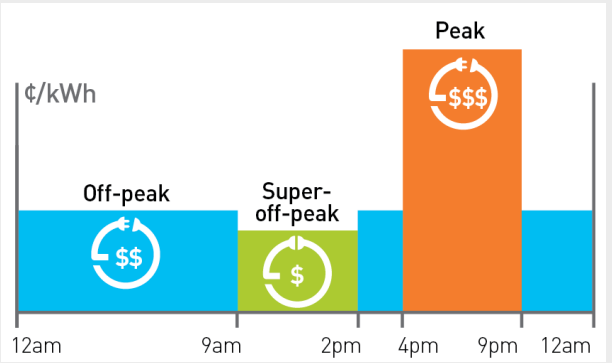
If site charging power exceeds subscription, several customer communications are triggered, and overage fees may apply.

Customers **can change subscription level** to suit their charging needs.

3

Energy usage is billed based on time-of-use pricing

Energy Charge:



~$1.91 per e-gallon

Depends on vehicle type, season, and time of day for charging

Compare e-gallon rate savings to gas/diesel

Visit the **Business EV Rate website** for more information

* Values for Business High Use EV Rate Secondary (BEV2-S) voltage. For Business High Use EV Rate Primary (BEV2-P) voltage, the price of each 50kW block is $85.98. Please refer to the Business EV Tariff for exact values.

EV Fleet Savings Calculator

Note: Values shown for illustrative purposes. Please refer to the EV Fleet Savings Calculator at **Fleets.pge.com** for exact values.

EV Fleet Savings Calculator

Annual Fuel Savings	Savings Per Mile	Annual LCFS Credits	Revenue Per Mile	Annual GHG Emissions Saved
$299,000	$0.64	$143,000	$0.31	866 Tons

VEHICLES

3x Tesla Semi

Miles per vehicle	300
Days Operating	Weekdays
Charging:	9pm - 5am

6x Kenworth K370e

Miles per vehicle	100
Days Operating	Weekdays
Charging:	9pm - 5am, 2pm - 4pm

1x Ford E-transit

Miles per vehicle	100
Days Operating	Weekdays
Charging:	9pm - 5am

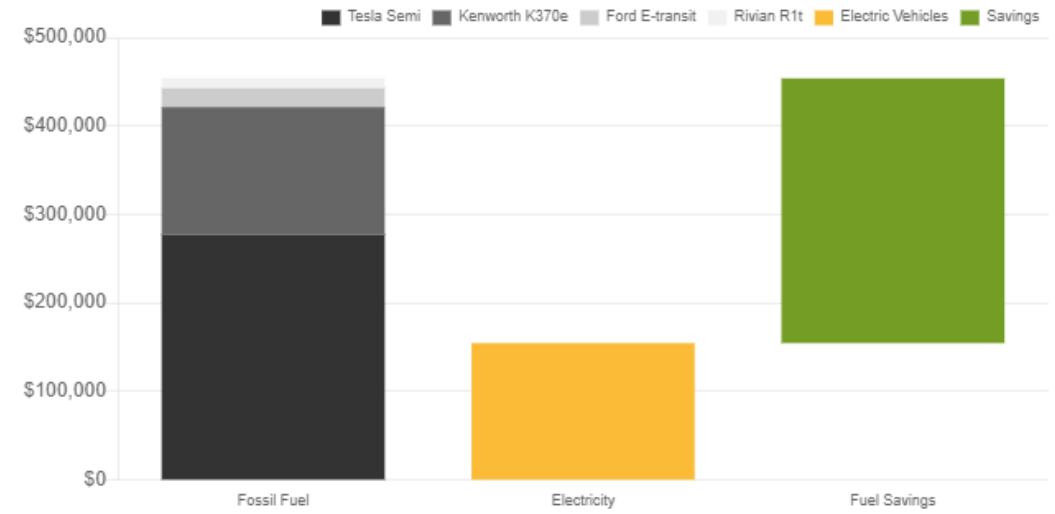
3x Rivian R1t

Miles per vehicle	60
Days Operating	Weekdays
Charging:	9pm - 5am

FINANCIAL | ELECTRICITY | VEHICLES | CHARGERS | EMISSIONS

Based on your selections, using electricity instead of fossil fuel saves **$299,000** per year.

ANNUAL FUEL COSTS



Note: Values shown for illustrative purposes. Please refer to the EV Fleet Savings Calculator at **Fleets.pge.com** for exact values.

EV Fleet Savings Calculator

Payback Period	EV Savings	EV Total Costs	Fossil Total Costs
1.3 years	$4,225,000	$3,349,000	$7,574,000

VEHICLES

3x Tesla Semi

Miles per vehicle	300
Days Operating	Weekdays
Charging:	9pm - 5am

6x Kenworth K370e

Miles per vehicle	100
Days Operating	Weekdays
Charging:	9pm - 5am, 2pm - 4pm

1x Ford E-transit

Miles per vehicle	100
Days Operating	Weekdays
Charging:	9pm - 5am

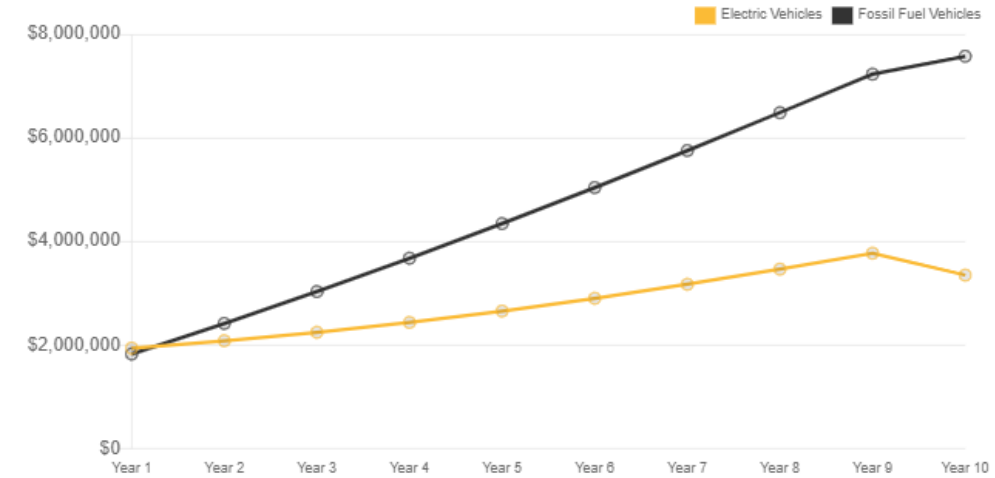
3x Rivian R1t

Miles per vehicle	60
Days Operating	Weekdays
Charging:	9pm - 5am

OVERVIEW | FUEL | VEHICLES | OPERATIONS | GRANTS | LCFS

After **1.3 years**, the cumulative cost of electric vehicles becomes cheaper than the cost of an equivalent fossil fuel fleet.

TOTAL COSTS OVER TIME



Note: Values shown for illustrative purposes. Please refer to the EV Fleet Savings Calculator at **Fleets.pge.com** for exact values.

Helpful resources

- EV Fleet Website
- PG&E Integration Capacity Analysis (ICA) Map
- EV Fleet Application
- Approved List of Chargers
- Request to add Chargers to APL
- Requesting Letter of Support
- 3rd Party Authorization Form
- EV Permit Streamlining Map
- EV Fleet Terms and Conditions
- EV Fleet Easement
- PG&E Service Territory Map
- PSPS Map and Outage History
- PG&E Power Mix
- Generating Revenue with Low Carbon Fuel Standard (LCFS)

Thank you!

Tim O’Neill

tko2@pge.com

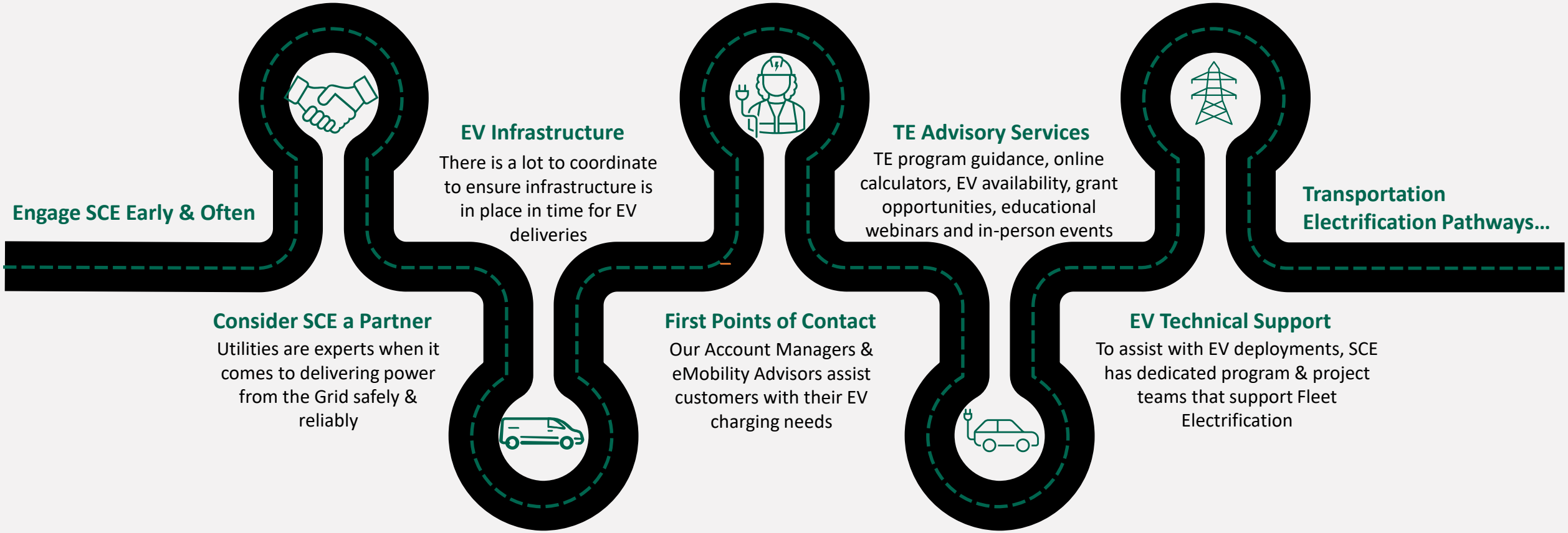
209-401-8189

SCE’s Transportation Electrification Pathways

SOUTHERN CALIFORNIA EDISON®

Working With SCE For Your Power Needs

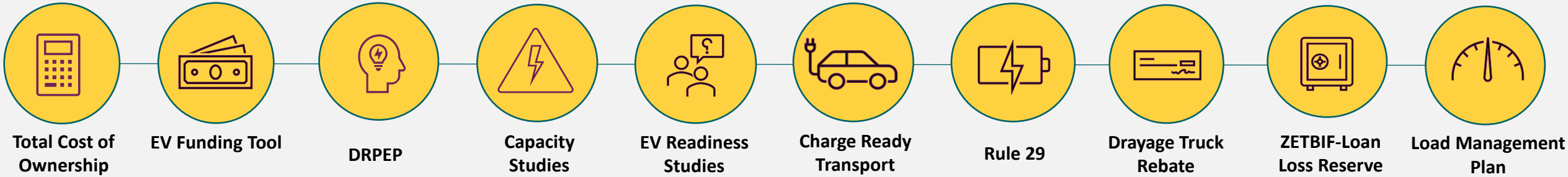
Requesting or upgrading power can seem like a long and complicated process, but by planning ahead, you don't have to do it alone



*Simplified process flow for illustrative purpose

SCE Supports Every Stage of Your Electrification Journey

Programs and self-serve resources are available to help you understand the impact of electrification, define requirements, and access funding for your fleet transition



START HERE:

- Power Service Request

SHARE YOUR PLANS:

- EV Acquisition Plan Survey
- SCE Forecasting Process
- SCE System Planning Process

EARLY STAGES-PLANNING:

- SCE Distribution Resources Plan External Portal (DRPEP)
- Engineering Analysis Reports
- Total Cost of Ownership
- Drayage Truck Rebate
- ZETBIF-Loan Loss Reserve
- EV Funding Tool

TE ADVISORY SERVICES:

- EV Readiness Studies
- Load Management Plans
- In Person Events & Webinars

EV INFRASTRUCTURE:

- Charge Ready Transport
- EV Infrastructure (Rule 29)
- SCE Approved Product List

Low to No-Cost EV Infrastructure Installation – Charge Ready Transport

Offset the Cost of EV Infrastructure Installation With Up to a 10 – Year Fleet Deployment Strategy

Program Considerations

Highlights

- Program open until December 31, 2026
- Provides two construction tracks
- Can apply for multiple phases / sites
- Supports 100% electric class 2-8 & off-road EVs

Program Budget

Total Budget of $342.6 million

- Allocated in accordance with the Decision
- Budget is allocated for transit agencies, ports and warehouses, forklifts, and disadvantaged communities

Financial Offsets

Charger Hardware Rebate up to 50%

- School District, Transit Agency or project site in a DAC, and applicant not on Fortune 1000 List
- Rebate cap $1,800 to $39,200 per charger

Charge Ready Transport

For More Information:

Ramiro Lepe

(626) 842-7129

Ramiro.Lepe@SCE.com

www.sce.com/crt

Fleet Customer Support

May 2025


SDGE™
Power Your Drive for Fleets

Power Your Drive for Fleets

Make-ready charging infrastructure for MD/HD fleets

Program Overview

$107 million
over 5 years

3,000+ new EVs
on- and off-road Class 2-8

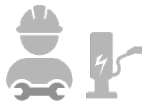
300+ customer sites
public and private fleets

Program Requirements

Demonstrate commitment to procure a minimum of **2 EVs**

Demonstrate long-term electrification growth plan and schedule of load increase

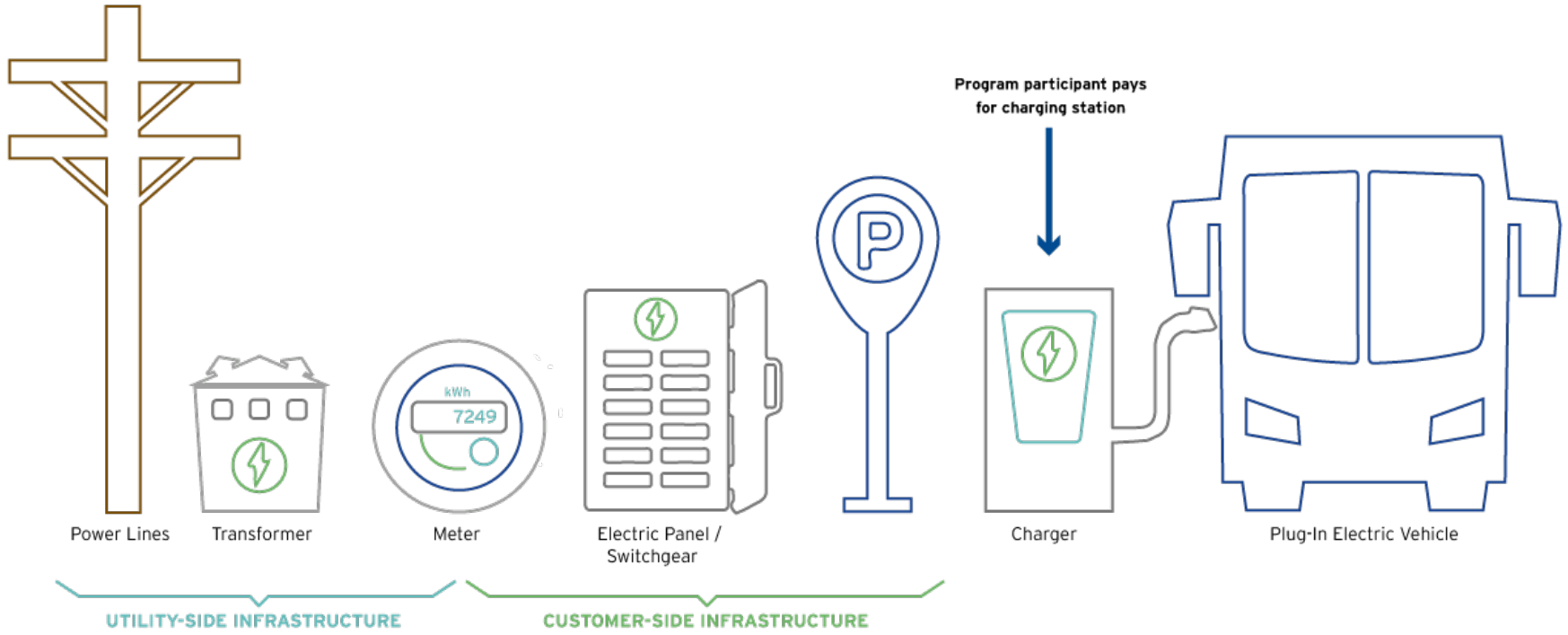
Provide data related to charger usage for a minimum of **5 years**



Own or lease the property where chargers are installed, and **operate and maintain vehicles and chargers for minimum of 10 years**

Power Your Drive for Fleets

Two options for installation & ownership



Option 1:
SDG&E-Owned

SDG&E pays for, constructs, owns and maintains all infrastructure up to the charging station

Customer owns & pays for charging stations; charger rebates may apply

Option 2:
Customer-Owned

SDG&E pays for, constructs, owns, and maintains infrastructure to the meter

Customer pays for, constructs, owns, and maintains infrastructure behind the meter for a rebate of up to 80% of the costs; owns & pays for charging stations; charger rebates may apply

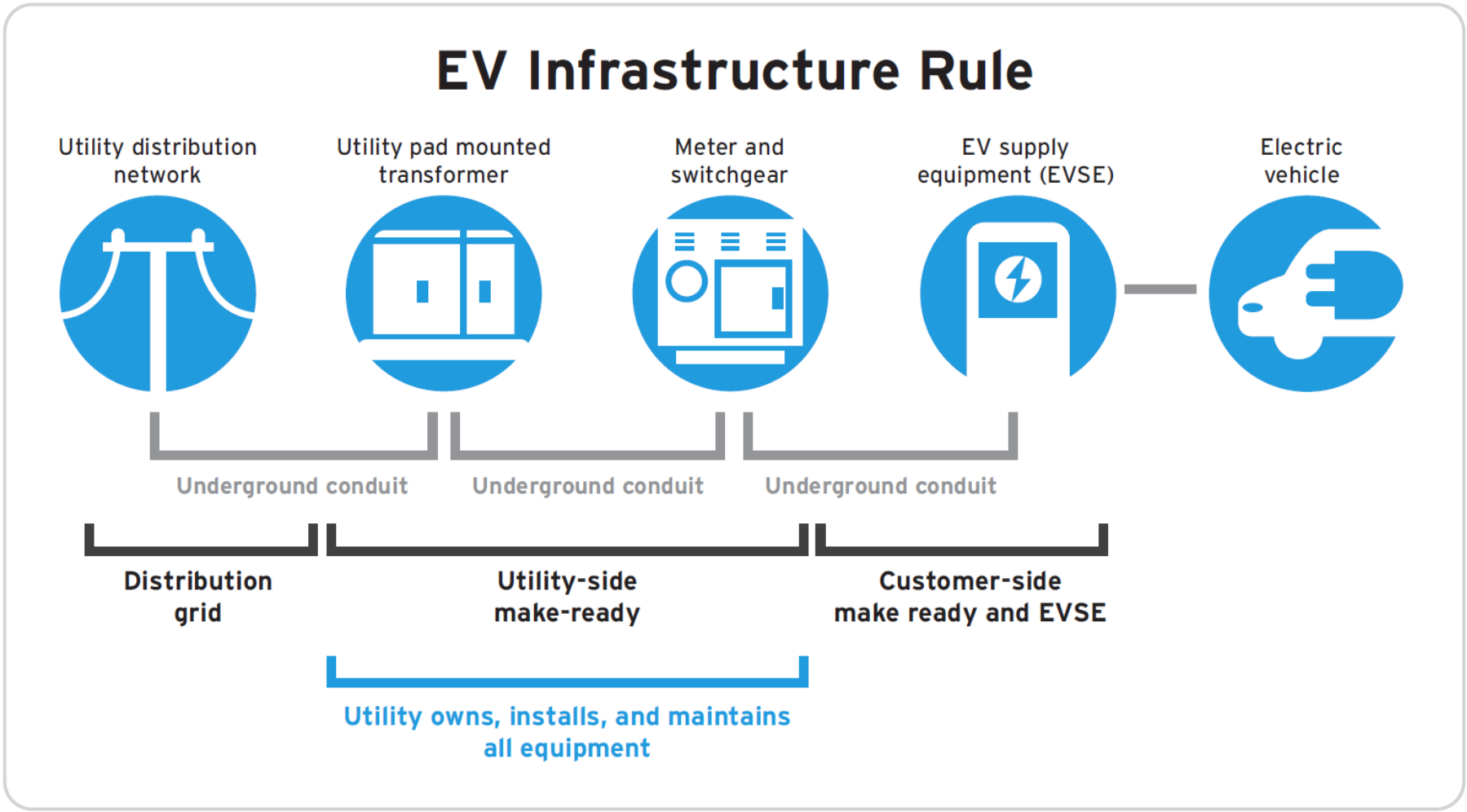
Rule 45 EV Infrastructure Rule

Rule 45 for EV Infrastructure

Utility-side "make-ready" infrastructure

Rule 45 is an optional tariff in lieu of Rule 16 to provide "make-ready" infrastructure upstream of the meter:

- ✓ Transformer and electrical conductor
- ✓ Construction work like trenching and repaving a parking lot
- ✓ Service-related ducts and structures



SDGE™

Transportation Electrification Advisory Services (TEAS)

Program Overview

Provides guidance and expertise to medium- and heavy-duty fleet customers, including customized resources and tailored education to help them in their electrification journey.

- Coming soon
- Launched

Fleet Electrification Planning

- Where do I Start?
- Electric Vehicle Selection
- Charging Selection
- Total cost analysis
- External Funding Information
- Rate Education
- Estimated Environmental Benefits & Emission Reductions
- Total Project Planning

Post-Energization Support

- Rate Optimization & Load Management
- Training for Operations & Technology Maintenance
- Emergency Preparedness for EV Fleets

Pre-Energization Support

- Capacity Analysis
- Site & Load Planning
- SDG&E Liaison Services
- EVSP selection support

Emerging Tech Consulting

- Vehicle-to-X (V2X)
- Automated Load Management (ALM)
- Microgrids
- Mobile temporary charging solution providers
- DER resiliency components

For more information: https://www.sdge.com/business/electric-vehicles/TEAS.

LADWP Medium & Heavy Duty Vehicle Funding

- $8M in funding available for Medium & Heavy Duty EV Charger Rebate program
  - Funding available as of 5/1/2025
  - Applicable to chargers for Class 3 – 8 vehicles
  - Funding only available for chargers, not MHD vehicles
  - Expires 6/30/25, funding being set aside for post June 2025
- Links:
  - Commercial Program Overview
  - Funding Dashboard
- Questions: pluginla@ladwp.com

Chargers for Medium-and Heavy-Duty EVs	Guaranteed Output (kW) per Charger	Max Rebate Amount per Charger	Max Amount per Site
AC-1	6.2 to 49	$10,000	$2,000,000
AC-2	50 to 99	$20,000	
AC-3	100+	$30,000	
DC-1	24 to 49	$35,000	
DC-2	50 to 99	$60,000	
DC-3	100 to 149	$100,000	
DC-4	150+	$125,000	

EnergIIZE COMMERCIAL VEHICLES

EnergIIZE
Fast Track 2025 + Drayage & Transit Set-Asides

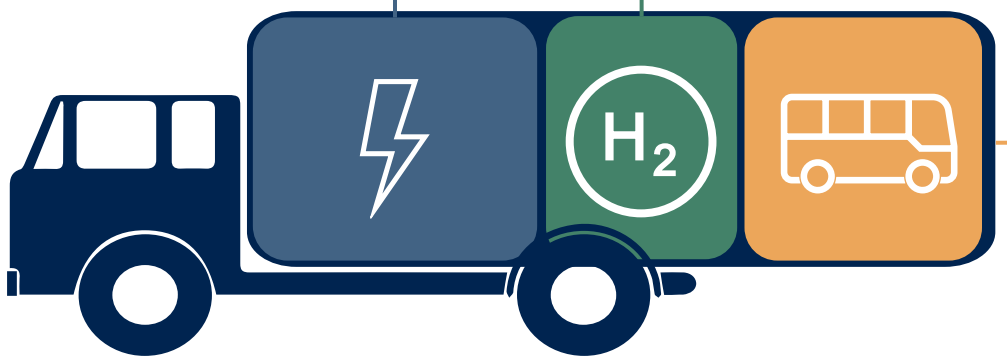
May 12, 2025

Overview of EnergIIZE

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles

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

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

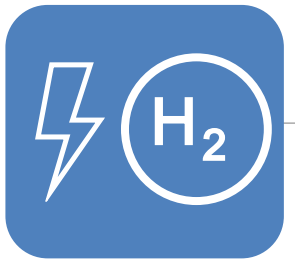


STATE OF CALIFORNIA ENERGY COMMISSION

CALSTART

TETRA TECH

Current EnergIIZE Funding Lanes



2025 Fast Track

Provides EV and hydrogen infrastructure funding based on readiness tiers

- Opens May 13, 2025 at 9am PT, closes July 15, 2025 at 5pm PT in the IPC.
- Up to 100% of eligible costs, up to $3.75 million for EV and $5 million for hydrogen

Transit

Provides EV and hydrogen infrastructure funding for transit agencies and tribes

Drayage

Provides EV and hydrogen infrastructure funding for drayage truck fleets

- The Set-Aside lanes pair EnergIIZE infrastructure funding with vehicle funding such as HVIP vouchers
- Currently open with extended application window to October 2nd, 2025
- Up to 100% of eligible cost, up to $5 million covered for all projects
- Apply for Set-Asides through the IPC just like Standard EnergIIZE

Resources

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

Contact Us

infrastructure@calstart.org

877-ENR-GIZE
877-367-4493

www.EnergIIZE.org

Recap and Next Meeting

- Recap of today's discussion
- Next steps
  - Next Infrastructure TRIG meetings are 1:00-3:00 on August 11 and November 3
  - What topics should we cover at future meetings?
  - Email Leslie.Goodbody@arb.ca.gov

CARB