

Borrower Name:

Lender/Participating Financial Institution:

Lender Loan No.

**CalCAP California Energy Commission (CEC)
Zero-Emission Heavy-Duty Infrastructure (ZEHD) Loan Pilot Project
Borrower Eligibility Criteria and Self-Certification Form**

The undersigned Borrower hereby applies to the California Pollution Control Financing Authority (CPCFA) for funds to pay the Borrower's premium for participation in the CPCFA's California Capital Access Program (CalCAP). The lender will submit this form with the CalCAP ZEHD Project Loan Enrollment Form to CPCFA at:

California Pollution Control Financing Authority (CPCFA)

Attention: California Capital Access Program (CalCAP)

P.O. Box 942809, Sacramento, CA 95814

Fax: (916) 589-2805

Email: CalCAP@treasurer.ca.gov

For assistance, lenders please call CPCFA staff at (916) 654-5610.

**SECTION I: ZERO-EMISSION HEAVY-DUTY INFRASTRUCTURE LOAN PILOT
PROJECT PROGRAM ELIGIBILITY**

By initialing on each line below, Borrower certifies to eligibility under the ZEHD Project.

Borrower will use the Project only to purchase eligible zero-emission charging and/or hydrogen fueling infrastructure for on-road medium-duty and heavy-duty vehicles (MDHD) (Classes 2b-8) and equipment for compliance with the Executive Order N-79-20 and Assembly Bill (AB) 126 (Reyes).

Eligible acquisitions with loan proceeds include the following. Acquisitions not listed may be eligible on a case-by case basis with California Energy Commission (CEC) approval:

- New electric charging and/or hydrogen fueling equipment capable of supporting zero-emission MDHD vehicles and/or equipment, including taxes and shipping;

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- Acquisition of supply equipment, electric panel or grid improvements (if not paid for by the relevant electric utility), materials and supplies (including conduit and construction materials), required signage, and hardware and software necessary for fully operational charging stations;
- Labor to install fully operational charging stations or hydrogen stations;
- Equipment Warranty, with the purchase of eligible equipment, not to include extended warranties (those exceeding three (3) years); and

(a) _____

Borrower certifies that his/her fleet has 20 or fewer on-road vehicles subject to the Regulations referenced in the above statement or is a non-profit entity that meets all other CalCAP and ZEHD Project requirements.

Consistent with fleet reporting requirements in California Code of Regulations, Title 13, Section 2025, the Borrower shall include vehicles whether or not they are registered, and include vehicles registered as non-operating. In Section IV, the Borrower shall provide the total number of on-road MDHD vehicles in his/her fleet subject to the Regulation.

(Non-profit organizations may have more than 20 vehicles but must satisfy all other requirements of the CalCAP and ZEHD Project).

(b) _____

Borrower has submitted a public attestation online at: www.CAZEVLaborLawcompliance.org that they are in full compliance with all labor laws and other conditions as required by Assembly Bill 794 (Statutes of 2021).

(c) _____

Initial (d) only if applicable:

Borrower certifies that the location of the installed zero-emission charging and/or hydrogen fueling infrastructure is in a disadvantaged community as defined by:

<https://oehha.ca.gov/calenviroscreen/sb535>.

(d) _____

SECTION II: GRANTS OR INCENTIVES

By initialing either (a) or (b) below, Borrower certifies that either (a) or (b) is true and correct. **If**

Borrower has not received a CEC grant or is not approved for the infrastructure incentives

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project listed below, DO NOT INITIAL ANY OF THE STATEMENTS. Receiving a CEC grant or infrastructure incentive does not prohibit a Borrower from participating in the ZEHD loan project.

Borrower certifies that he/she has received grant funds through CEC’s Clean Transportation Program for the charging and/or hydrogen fueling infrastructure being financed.

(a)_____

Borrower certifies that he/she has received an infrastructure incentive award through the CEC’s Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE) for charging and/or hydrogen fueling infrastructure being financed.

(b)_____

SECTION III: CALCAP ELIGIBILITY

By initialing on each line below, Borrower certifies to eligibility under the CalCAP regulations.

Borrower is a qualified business as defined in the CalCAP regulations (California Code of Regulations, Title 4, Section 8078.22.).

“Qualified Business” and “Small Business Concern” means a business as set forth in Health and Safety Code Section 44559.1 subdivisions (i) and (m), that is not dominant in its field of operation, and that together with affiliates, has 500 or fewer employees.

(a)_____

Borrower obtained a loan that is for MDHD zero-emission vehicle (Class 7-8) charging or fueling infrastructure for vehicles registered in California with the Department of Motor Vehicles.

(b)_____

Borrower agrees to allow the participating financial institution to provide information from financial records of the Borrower upon request of the Executive Director of CPCFA.

(c)_____

Borrower has no legal, beneficial, or equitable interest in the fees or the contribution.

(d)_____

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Borrower does not have a total enrolled principal amount in excess of \$2,500,000 at any CalCAP participating financial institution over a three (3) year period.

(e)_____

Borrower has secured or made application for all applicable licenses or permits needed to conduct its business.

(f)_____

Borrower has received CPCFA's CalCAP Privacy Notice at:
<https://www.treasurer.ca.gov/cpcfca/calcap/forms/privacy.pdf>.

(g)_____

Borrower is not: an executive officer, director, or principal shareholder of the lender/participating financial institution; a member of the immediate family of those individuals; or a related interest of those individuals.

(h)_____

SECTION IV: ZERO-EMISSION VEHICLE INFRASTRUCTURE INFORMATION

By initialing below, the Borrower certifies that each statement is true and correct. Please also provide the applicable information in the section below, including the EVSE manufacturer(s) and model(s) purchased with ZEHD loan proceeds.

Borrower certifies that the qualified business meets state and federal requirements to operate in California.

(a)_____

Borrower agrees to allow CEC staff or its designee to inspect the installed charging and/or fueling infrastructure.

(b)_____

In the event the CEC adopts regulations, Borrower agrees to comply with all applicable laws, ordinances, regulations, and standards.

(c)_____

Borrower must provide the applicable information in the section below, including the electric vehicle supply equipment (EVSE), also known as EV chargers, manufacturer(s) and model(s) purchased with

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ZEHDI loan proceeds, or the hydrogen fueling infrastructure equipment being purchased with loan proceeds.

(d)_____

For Electric Charging Infrastructure: Borrower certifies that the minimum technical requirements for electric vehicle chargers being acquired are met:

(1) EV chargers shall utilize charging connectors and charging interfaces that are compatible for use with MDHD vehicles sold by multiple original automotive equipment manufacturers for widespread use across California and North America. Such interfaces shall include SAE International (SAE) J1772/CCS1 and SAE J3105;

(2) EV chargers use an Open Charge Point Protocol (OCPP) 1.6 or newer compliance for purposes of network interoperability (For more information, please see <https://openchargealliance.org/certificationocpp/>).

(3) EV chargers must be International Organization for Standardization (ISO) 15118 ready. EV chargers with a SAE J1772/CCS1 or SAE J3400/NACS connector must be ISO 15118 ready. An ISO 15118 ready charger is capable of, at minimum, all the following:

- a. powerline carrier based communications as specified in ISO 15118-3;
- b. secure management and storage of keys and certificates;
- c. Transport Layer Security (TLS) version 1.2, with additional support for TLS 1.3 or subsequent versions recommended to prepare for ISO 15118-20;
- d. receiving remote updates to activate or enable ISO 15118 use cases;
- e. connecting to a backend network; and
- f. selecting the appropriate communication protocol requested by the vehicle.

(4) If applicable, bidirectional EV chargers must be ISO 15118-20 ready. An ISO 15118-20 ready charger includes all the capabilities of an ISO 15118 ready charger (defined above), and additionally supports TLS 1.3 and receiving remote updates to activate or enable ISO 15118-20 use cases.

(e)_____

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Hydrogen Infrastructure: Borrower certifies that the minimum technical requirements for hydrogen fueling equipment projects are met:

(1) 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 fueling.
- d. J2601 – 5 MC Method for HD fueling.
- e. JPEC-S 0003 Japanese Bus fueling protocol.
- f. J2600.

Note: Fast fills, (up to 7.2kg/min) require a different nozzle with a different standard (ISO 27268:2012) and are permitted for MDHD vehicles only.

g. The open retail hydrogen fueling 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>.

h. The National Fire Protection Association (NFPA) 2, Hydrogen Technologies Code, NFPA 55, and NFPA 2 Checklist (2016).

i. SAE Hardware and Software, where required and as necessary.

j. California Building Code, Part 2, Title 24.

k. California Electrical Code, Part 3, Title 24.

l. California Energy Code, Part 6, Title 24.

m. California Fire Code. Part 9, Title 24.

n. The dispenser has been certified to sell hydrogen by the kilogram (pursuant to CCR Title 4, Division 9, Chapter 1).

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o. The station is connected to the Station Operational Status System, maintained by the Hydrogen Fuel Cell Partnership.

p. Surface Streets Hydrogen Fueling Station Signage per National Institute of Standards and Technology (NIST) Handbook 130 and Caltrans Manual on Uniform Traffic Control Devices, section 21.03

(f) _____

Additional Information for Completion by the Borrower

Fleet Size (The Borrower shall write in the total number (example: 8) of on-road vehicles subject to the Regulations referenced in the beginning of this form, in his or her fleet.):

Number of Zero-Emission Vehicles in Fleet to Use Infrastructure (including those ordered):

For Electric Vehicle Supply Equipment (EVSE)

EVSE Equipment Manufacturer(s):

- A. _____
- B. _____
- C. _____

EVSE Model(s):

- A. _____
- B. _____
- C. _____

Is EVSE Unit capable of bi-directional charging? (Yes or No):

- A. _____
- B. _____
- C. _____

Total Units to be Purchased:

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Total Number of Charging Ports:

Cost per EVSE Unit:

A. \$ _____

B. \$ _____

C. \$ _____

Total EVSE Cost (\$):

Product Warranty Cost (\$):

Estimated Installation Cost (\$):

Nameplate capacity of the installed equipment, in kiloWatt (kW) per day for chargers:

Location type for chargers: (such as street, parking lot, hotel, restaurant, or multi-unit housing, etc.)

For Hydrogen Fueling Equipment to be Purchased

Hydrogen Dispenser with Hose and Nozzles (Yes or No):

If yes, specify total number of nozzles:

If yes, state manufacturer:

If yes, specific cost per unit (\$):

Compressor (Yes or No):

If yes, state manufacturer:

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If yes, specify cost per unit (\$):

Liquid or Gaseous Hydrogen Pump (Yes or No):

If yes, state manufacturer:

If yes, specify cost per unit (\$):

Electrolyzer (Yes or No):

If yes, state manufacturer:

If yes, specify cost per unit (\$):

Hydrogen Storage (Yes or No):

If yes, state manufacturer:

If yes, specify cost per unit (\$):

Chiller (Yes or No):

If yes, state manufacturer:

If yes, specify cost per unit (\$):

Transformer (Yes or No):

If yes, state manufacturer:

If yes, specify cost per unit (\$):

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Switch Gear, Meter Mains and Circuit Breaker Panel (Yes or No):

If yes, state manufacturer:

If yes, specify cost per unit (\$):

Product Warranty Cost (\$):

Estimated Installation Cost (\$):

Nameplate capacity of the installed equipment, in kilogram per day (kg/day) for hydrogen:

Location type for hydrogen fueling station: (such as street, parking lot, hotel, restaurant, or multi-unit housing, etc.) _____

The undersigned declares under penalty of perjury, under the laws of the State of California, that all statements and responses made in this self-certification are true and correct, with full knowledge that all statements and responses are subject to investigation and that any incomplete, unclear, false, or dishonest response may be grounds for Borrower's disqualification in the ZEHDl Air Quality Loan Program and may also result in Borrower being barred from participating in any other California-sponsored or other state programs, or from doing business with the State of California. The Borrower acknowledges, understands, and accepts that by providing or making any false statements or providing false information, the Borrower may be in a violation of the California False Claims Act (Government Code Section 12650 et. seq.).

Individual's Name (please print):

Individual's Title (as it pertains to the business):

Signature of above Individual:

Date:

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Business Address (address, city, state, zip code):

Phone Number:

CalCAP Use Only	
Analyst's Initials:	Date:
Reviewer's Initials:	Date:
Authorized Signature:	Date:

When complete, please send to: CalCAP@treasurer.ca.gov