

DOCKETED

| | |
|-------------------------|--|
| Docket Number: | 16-OIR-06 |
| Project Title: | Senate Bill 350 Disadvantaged Community Advisory Group |
| TN #: | 259550 |
| Document Title: | Item 5 - 24-25 IPU Presentation - 10-18-24 |
| Description: | N/A |
| Filer: | Dorothy Murimi |
| Organization: | California Energy Commission |
| Submitter Role: | Commission Staff |
| Submission Date: | 10/16/2024 10:29:26 AM |
| Docketed Date: | 10/16/2024 |



2024–2025 Investment Plan Update for the Clean Transportation Program

California Energy Commission

October 18, 2024



Agenda

- Highlights of CEC's Clean Transportation Program
- Overview of the proposed funding allocations for 2024–2025
- DACAG discussion



Highlights of CEC's Clean Transportation Program



California's Zero-Emission Vehicle Goals

2025



1.5 MILLION

ZEV'S SOLD



INCLUDING 
10,000 FAST
CHARGERS

250,000

CHARGERS INSTALLED



200 OPEN

HYDROGEN STATIONS

2029



100%

NEW BUS
PURCHASES
ARE ZEVs

2030



5 MILLION

ZEV'S SOLD

2035



100%

ELECTRIC
SALES FOR
NEW PASSENGER
VEHICLES



100%

ELECTRIC
OPERATIONS
FOR DRAYAGE
TRUCKS AND
OFF-ROAD
VEHICLES &
EQUIPMENT

2040



100%

ALL BUS
FLEETS
ARE ZEVs

2045



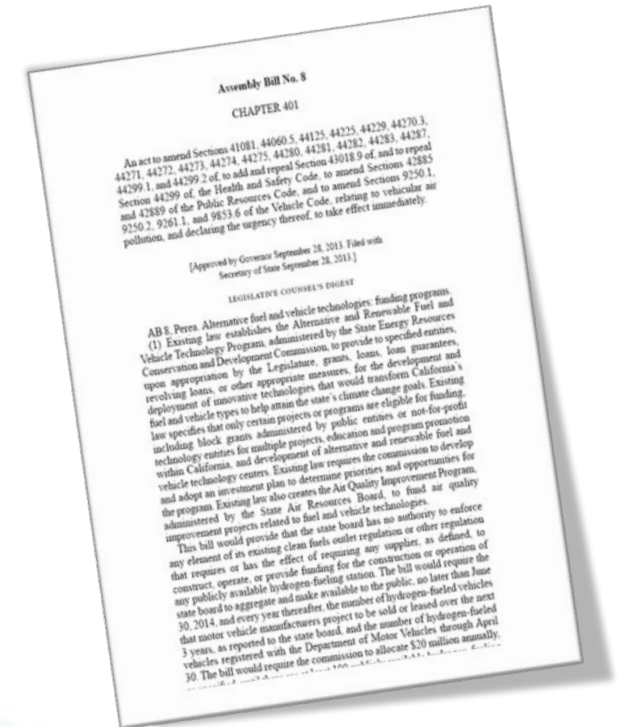
100%

ELECTRIC
OPERATIONS
FOR MEDIUM-
AND HEAVY-DUTY
VEHICLES



Origins of the Clean Transportation Program

- Transportation pollution burdens vulnerable and disadvantaged communities most
- AB 118 (2007) created Clean Transportation Program
- Up to \$100 million per year
- AB 126 (2023) reauthorized through July 1, 2035





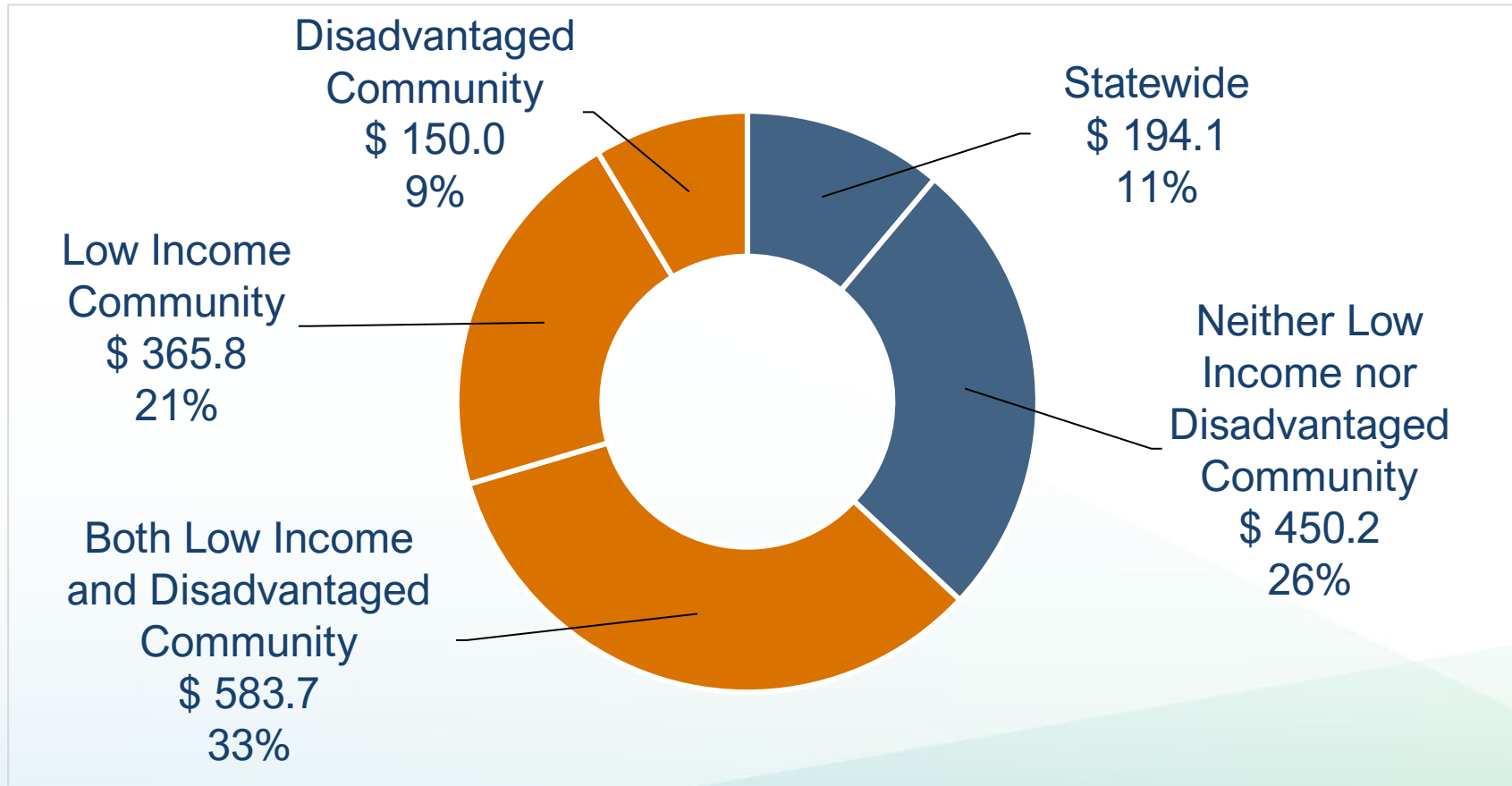
The CEC is Committed to Inclusion, Diversity, Equity and Access

- More than 50% of Clean Transportation Program funds to projects benefiting low-income and disadvantaged communities
- Engaging DACAG, Clean Transportation Program Advisory Committee, coalitions, and community groups
- Nonprofits eligible, often incentivized, to participate in grants
- Working to better measure and target program community benefits



63% of Funding in Disadvantaged or Low-Income Communities

Clean Transportation Program Funding in Millions through July 2024





Light-Duty Charging Infrastructure Block Grants

California Electric Vehicle Infrastructure Project (CALeVIP 2.0)

- 150 kW or greater DC fast chargers
- Closed to new applications
- \$68 million



Photo credit: PlugShare

Communities in Charge

- Level 2
- Two funding windows
- \$68 million



Photo credit: IKON



Medium- and Heavy-Duty Block Grant Incentive Programs



- Energy Infrastructure Incentives for Zero-Emission (Energize) commercial vehicles
 - EV Fast-Track
 - Hydrogen
 - EV Jump Start
 - EV Public Charging



- Zero-Emission School Bus and Infrastructure (ZESBI) incentives
 - Workforce development and technical assistance resources
 - Year 1 application closed September 30, 2024



Targeted Solicitation Examples

Multifamily

- Charging for multifamily housing residents
- ~\$19M proposed

Rural

- Charging for rural areas
- ~10M proposed

Urban

- Community charging in urban areas
- ~\$10M proposed

Commercial Corridors

- Infrastructure along designated corridors
- ~\$30M proposed

Ports

- Port infrastructure
- ~\$40M proposed

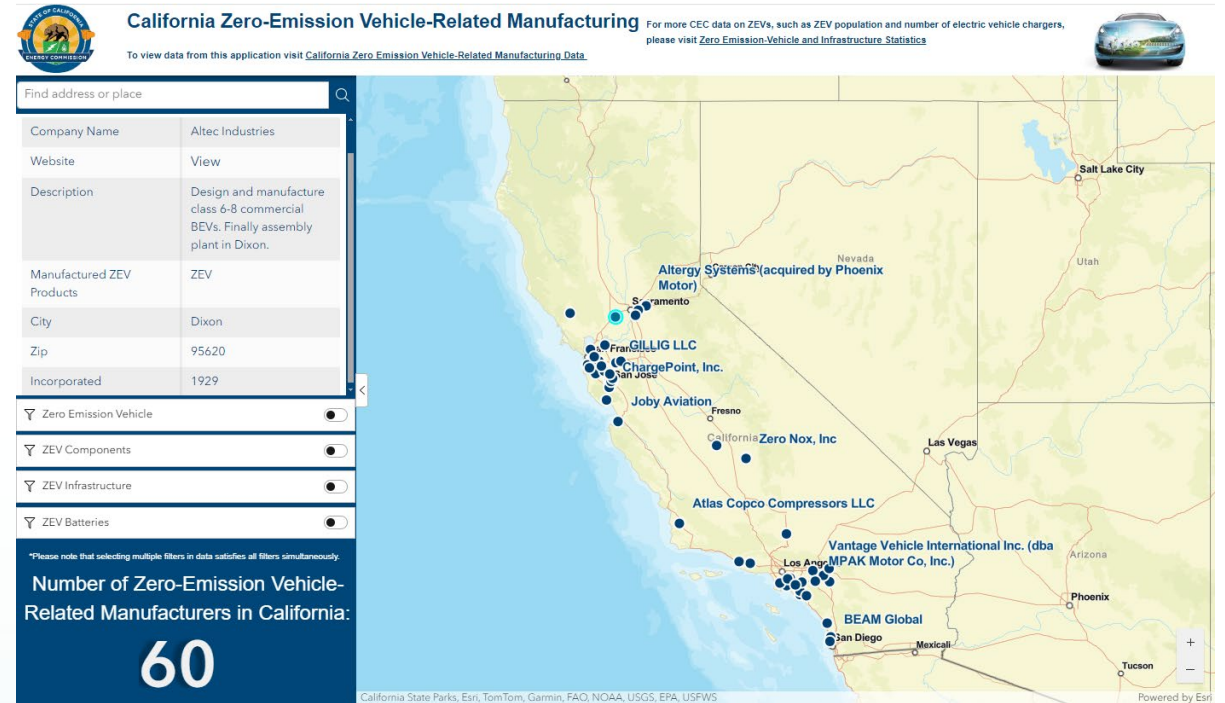
Tribal

- Address barriers identified by Tribes
- \$10M, awards anticipated October 2024



Manufacturing Grants

- Zero-Emission Transportation Manufacturing
 - \$197.9 million for 13 projects
- PowerForward ZEV Battery Manufacturing Block Grant Program
 - \$43.6 million for 3 projects

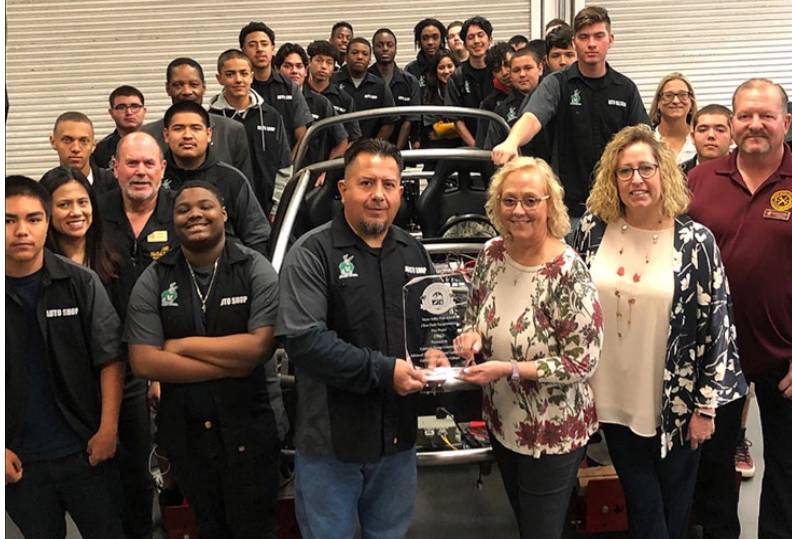


Source: CEC, [California Zero-Emission Vehicle-Related Manufacturing](#)





Workforce Training and Development



Source: Victor Valley High School

- Interagency collaboration
- Recent Funding Strategies
 - Employment Training Panel EVITP Fund
 - Tribal Infrastructure, Planning, and Workforce Training and Development
 - IDEAL ZEV Workforce Pilot
 - Electric School Bus Training
 - ZEV High School Pilot
- Draft ZEV Workforce Training and Development Strategy





Projects Supported by DACAG

- Charging and Fueling Infrastructure Discretionary Grant Program
 - Charging and hydrogen stations for zero-emission trucks across CA, OR, and WA
 - Awarded \$102 million in August 2024
- Technical assistance solicitation
- EV charger inventory and reliability regulations
 - 97 percent uptime for publicly and/or ratepayer-funded chargers





Clean Transportation Program Proposed Funding Allocations for 2024–2025



Investment Plan Background

- Guides program investments at a high level
 - Zero-emission focus
- Controls base funds, not state budget funds
- Guided by:
 - CEC analyses and other state and federal context
 - Advisory Committee and Disadvantaged Communities Advisory Group
 - Other public feedback



Investment Plan Schedule

Publish Revised
Staff Draft
October 1

Disadvantaged
Communities
Advisory Group
Meeting
October 18

Publish Lead
Commissioner
Report
November 22*

CEC Business
Meeting Approval
December 11*

Publish
Commission
Report and
Distribute to
Legislature
January 2025*

* Tentative



Proposed Clean Transportation Program Base Fund Allocations for Fiscal Year 2024–2025

| Category | Eligible Fuel Types | Funding Source | 2024–2025 |
|--|---------------------|-------------------------------------|---------------|
| Light-Duty Charging Infrastructure | Electric | Clean Transportation Program (Base) | \$40.0 |
| Medium- and Heavy-Duty Charging Infrastructure | Electric | Base | \$38.2 |
| Hydrogen Infrastructure | Hydrogen | Base | \$15.0 |
| Workforce Training and Development | Electric, Hydrogen | Base | \$2.0 |
| | | Total Base | \$95.2 |

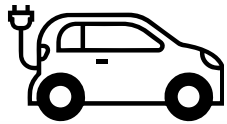
Federal funding also expected (estimated \$82 million in NEVI funds—federal fiscal year 2025)



Anticipated Investments in Fiscal Years 2024–2025 to 2027–2028

Total: \$1.39 Billion

Not counting base Clean Transportation Program funds after 2024–2025, nor federal funds
Amounts subject to change



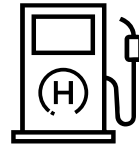
\$659 Million

Light-Duty EV
Charging
Infrastructure



\$668.2 Million

Medium- and
Heavy-Duty ZEV
Infrastructure



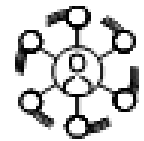
\$15 Million

Hydrogen-Specific
Funding



\$46 Million

Emerging
Opportunities



\$2 Million

ZEV Workforce
Development

+

\$163 Million

National Electric
Vehicle Infrastructure

+

\$102 Million

West Coast
Corridor



Prior Recommendations from DACAG

- Include environmental justice, rural, Tribal, and program beneficiary representation on the Advisory Committee
- Move 100% of program funding toward zero-emission
- Fund projects exclusively in and benefiting disadvantaged communities
- Continue investments in workforce training and development
- Prioritize investments in medium- and heavy-duty
- Push forward zero-emission solutions in the offroad sector



Questions for Consideration

- Given the evolving state budget and federal funding context, does the proposed allocation of Clean Transportation Program base funds strike the right balance? (Light-duty \$40M; Medium- and heavy-duty \$38.2M; Hydrogen \$15M; Workforce development \$2M)
- Do you recommend further changes to 2024–2025 funding allocations to help the state equitably expand ZEV infrastructure?
- Any recommendations for infrastructure for specific vehicle segments?
- Given limited funding this fiscal year, what are your recommendations for the workforce development category?



Next Steps and Contact

More information: <https://www.energy.ca.gov/programs-and-topics/topics/transportation>

Contact: Benjamin.Tuggy@energy.ca.gov

Thank you!