

**DOCKETED**

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<b>Project Title:</b>	Strategies to Attract Private Investment in Zero Emission Vehicle Charging Infrastructure and Other Clean Transportation Projects
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**CALIFORNIA ENERGY COMMISSION**

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Main website: [www.energy.ca.gov](http://www.energy.ca.gov)  
CEC-57 (Revised 1/19)



**Revised Notice of Availability**  
**Request for Information - Strategies to Attract Private**  
**Investment in Zero Emission Vehicle Charging**  
**Infrastructure and Other Clean Transportation**  
**Projects – February 2020**  
**Docket # 20-FINANCE-01**  
**New Date for Comments Due June 1, 2020**

**Purpose of Request:**

The Fuels and Transportation Division of the California Energy Commission (CEC) is seeking information to increase private investment in clean transportation fuel, infrastructure, and vehicle projects in California supported by incentive funds, mandates, and regulations to achieve greenhouse gas emission (GHG) reduction requirements. Responses received from the Request for Information (RFI) as well as staff research and follow-up meetings will guide actions, which may include re-configuration of existing incentive programs, new pilot programs to explore financing mechanisms, establishment of new initiatives, and ongoing dialogue to share information with interested parties.

**Background:**

California's transportation sector accounts for 40 percent of the state's GHG emission inventory and an additional 10 percent reflects emissions from petroleum production and refineries. The Energy Commission has managed the Clean Transportation Program under Assembly Bill (AB) 118 of 2006 statutes and AB 8 of 2013 statutes to provide seed funding in electric vehicle (EV) charging and hydrogen re-fueling infrastructure, low carbon fuel production plants, vehicle and component manufacturing plants and other projects for the last 10 years at roughly \$100 million per year. This fund is authorized through 2023 and complements other programs such as the Low Carbon Fuel Standard, Short-Lived Climate Pollution Plan, incentive funds managed by other agencies, and climate change initiatives. The California goal to reduce GHG emissions by 40 percent below 1990 levels by 2030 requires greater investment from private capital sources beyond current levels of government incentives and private capital commitments.

## **Request for Information:**

The CEC is accepting public comments under this RFI to guide future programs and accelerate deployment of clean transportation growth in California. The RFI seeks feedback and comments regarding near-term improvements to existing programs and longer-term initiatives to increase private capital commitments:

Provide insights, comments, and concept proposals on EV charging infrastructure:

Submit proposal concepts to demonstrate pilot financing mechanisms for EV charging projects. This may include integration with the electricity grid and renewable electricity sources, energy storage, demand charge management, energy resiliency for locations in transmission constrained and wildfire prone areas, and other related activities. The concepts should specify how and when state incentive funds fill gaps to complement and attract private capital and/or leverage federal incentives at levels of 3:1, 5:1, and 10:1 (private capital to state government incentive). Concepts may include EV charging in residences, multi-unit dwellings, fleets, workplaces, travel corridors, faith-based institutions, public commercial destinations, other locations, and truck, bus and commercial vehicle facilities.

Provide insights, comments and concept proposals on other clean transportation projects:

Submit proposal concepts to demonstrate pilot financing mechanisms for low carbon fuel production plants and/or distribution blending facilities, hydrogen refueling infrastructure, zero and near zero emission trucks and buses, biofuel and renewable gas distribution and storage systems, and other clean transportation projects. The proposal concepts should specify how and when state incentive funds fill gaps to complement and attract private capital of levels of 3:1 and greater (private capital to government incentive).

Provide insights and comments on broader private investment options:

Recommend optimal reconfiguration of existing government programs and new initiatives to achieve greater reductions of GHG and criteria air pollutants and displacement of petroleum fuels that also increase private capital flow through investment funds, green bonds, and other mechanisms to address total investment needed.

Identify one or more investment strategies and provide insights on the potential to increase private capital flow at a level of 3:1, 5:1, 10:1, and 100:1 leverage (private capital to government incentive) for projects of various types (e.g., prototype to scale up).

Express willingness to participate in one-on-one meetings and periodic, informal financing and investment workgroup meetings organized on the behalf of the CEC and including representatives of other state agencies. The workgroups would include investment banks, equity investors, commercial banks, pension funds, fuel producers, project developer/operators, vehicle and equipment manufacturers, utilities, and host site owners.

Suggest third party facilitator organizations willing to co-fund and co-manage informal workgroup meetings to engage participants in United States “financial centers.”

Provide insights and comments to help the CEC:

Estimate the total number of clean transportation projects and investment needed to meet California’s 2030 GHG emission reduction goals and maximize market growth for each clean transportation option.

Characterize conditions required to engage private investment sources in the scale up of several clean transportation options.

Characterize the anticipated effectiveness of reconfiguring existing or proposing new government initiatives to spur new investment and complement and fill investment gaps.

Quantify existing and additional revenue streams that define successful business models.

### **How to Provide Information:**

Respondents to this RFI should not include any proprietary or confidential information. Comments may be submitted through 5:00 p.m. on ~~April 10~~ **June 1**, 2020 using the e-commenting feature at

<https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=20-FINANCE-01>.

A full name, email address, comment title, and either a comment or an attached document (.doc, .docx, or .pdf format) is mandatory. After a challenge-response test is used by the system to ensure that responses are generated by a human user and not a computer, click on the “Agree & Submit Your Comment” button to submit the information to the CEC’s Docket Unit.

Written comments, attachments, and associated contact information included within the documents and attachments (that is, your address, phone number, and email address) become part of the viewable public record. This information may become available via Google, Yahoo, and any other search engines.

Interested stakeholders are encouraged to use the electronic filing system described above to submit information. If you are unable to submit electronically, a paper copy of your information may be sent to:

California Energy Commission  
Docket Unit, MS-4  
Re: Docket No. 20-FINANCE-01  
1516 Ninth Street  
Sacramento, CA 95814-5512

Email responses to: [docket@energy.ca.gov](mailto:docket@energy.ca.gov) with the subject line stating "20-FINANCE-01: RFI Clean Transportation Financing and Investment."

For information, please contact Tim Olson, Senior Policy Advisor, at [Tim.Olson@energy.ca.gov](mailto:Tim.Olson@energy.ca.gov) or 916-654-4528.

The RFI is embedded in its entirety in this notice and available free on the California Energy Commission website at [www.energy.ca.gov](http://www.energy.ca.gov)/[\[get address from Webmaster\]](#).

News media inquiries can be directed to the Media and Public Communications Office at 916-654-4989 or at [mediaoffice@energy.ca.gov](mailto:mediaoffice@energy.ca.gov).