

**DOCKETED**

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**To: Disadvantaged Communities Advisory Group**  
**From: Patty Monahan, Commissioner, California Energy Commission (CEC)**  
**Re: Clean Transportation Program Actions to Address Equity**  
**Date: September 18, 2020**

**Purpose Statement:** The CEC's Clean Transportation Program, which provides about \$100 million per year to help diversify CA's fuel mix beyond petroleum, is committed to ensuring that grant funding benefits disadvantaged communities (DAC) and low-income communities (LIC).

The Clean Transportation Program has taken several **recent actions** to address equity, including:

- Reconstituted the Advisory Committee to include greater representation from community- and equity-focused organizations
- Developed a three-year investment plan focusing on zero emission transportation (87% of total funding is planned for zero emission infrastructure or vehicles)
- Increased share of funding for medium- and heavy-duty electrification to reduce harmful diesel pollution (35% of total, \$135 million from 2020-2023)

In addition, the Clean Transportation Program is **exploring the following strategies**:

- Implement changes to the California Electric Vehicle Infrastructure Project (CALeVIP) design to provide higher incentives for DAC and LIC
- Expand and support charging access for people who live in multi-unit dwellings (MUDs), including piloting low-cost Level 1 chargers at DAC/LIC MUDs; this could take the form of deploying Level 1 and Level 2 chargers at DAC/LIC communities to evaluate the utility of Level 1 chargers to support MUD sites with lower panel capacity
- Invest in sensible and innovative charging infrastructure in city cores, including smart Level 2 curbside charging stations (curbside charging could provide reliable access to charging in downtown cores and disadvantaged communities)
- Require or incentivize grant collaborations with community-based organizations
- Increase outreach and engagement with tribal communities, as well as DAC/LIC in the Inland Empire and Imperial Valley, through the use of CivicSpark fellows who work directly with local governments and community-based organizations
- Develop partnerships with community-based organizations in targeted regions across the state (e.g., the Inland Empire, Imperial Valley and Central Coast regions), to raise awareness of the Clean Transportation Program grants and provide technical assistance in the application process
- Develop additional outreach and engagement opportunities with DAC/LIC residents, through technical assistance grants and partnerships with community colleges
- Develop a grant program for the upskilling and training of DAC/LIC residents in ZEV technology curricula, including manufacturing and ZEV supply chain
- Require that new programs are designed in collaboration with local organizations and specifically designed to meet community mobility needs
- Commit a higher percentage of investments go into DAC and LIC
- Require that grants for medium- and heavy-duty include a plan for vehicle-grid integration to bring down electric rates for all
- Provide grants that capitalize on the potential for EVs to be a grid resource with a focus on DAC/LIC.

## **Current Clean Transportation Program ZEV-related Investments and Community Impacts Data from the CEC Fuels and Transportation Division**

### ***Investment in Battery EV Charging Infrastructure: \$244.3 million***

- Light-duty charging infrastructure
  - Non-CALeVIP funding: \$61 million
    - 8,993 light-duty vehicle chargers
    - 45.6% (\$27.9 million) in DAC and/or LIC
  - CALeVIP funding: \$177.5 million
    - \$7.1 million for 256 level 2 and 97 DCFC
    - \$102 million reserved for future projects
    - \$7.6 million for administration
- Medium- and heavy-duty charging infrastructure: \$15.8 million
  - At least two heavy-duty vehicle charging projects are located at seaports that are fully surrounded by DAC and/or LIC areas, while other projects have benefited transit operators that serve DAC and LICs.
  - CTP funding has been used to support charging infrastructure for battery-electric school buses. More information in the “Other” section below.

### ***Hydrogen infrastructure: \$144 million encumbered/spent***

- Statewide data on hydrogen stations including hydrogen stations located in DAC/LIC
  - Granted funds: \$104.9 million for 61 light-duty hydrogen stations
    - Granted hydrogen stations located in DAC/LIC: \$16.9 million (16% of granted funding) for 11 stations (18% of granted stations)
  - Pending funds: \$39.1 million for 36 hydrogen stations, some of which will also serve medium- and heavy-duty vehicles. (Proposed awards were recently announced on September 4, 2020)
    - Pending hydrogen stations located in DAC/LIC: \$10.5 million (27% of pending funding) for 9 stations (25% of pending stations)

### ***Other equity-related projects: \$103.5 million spent***

- Electric Vehicle Blueprint Planning Grants: Applicants required to explain how benefits would accrue to DAC/LIC
  - Phase 1 grants: \$1.8 million for blueprint development (solicitation currently closed)
  - Phase 2 grants: \$7.5 million to implement strategies from blueprints (solicitation currently open)
- Clean Mobility Options: CEC co-funding \$8 million in projects under the Clean Mobility Options voucher program
  - School Bus Replacement Program: Senate Bill 110 (Statutes of 2017) provided \$75 million for retrofit or replacement of school buses and CTP added \$13 million additional funds for charging infrastructure. Priority was given to school districts operating the oldest diesel school buses, and those buses operating in disadvantaged and low-income communities.
    - \$68.2 million (91%) of the \$75 million went to school buses operating in DAC/LIC. This represented 214 of the 235 school buses.
- Technical Assistance funding awarded to the Fresno Metro Black Chamber Foundation and a clean transportation and energy firm to increase uptake of ZEV technologies in the Central Valley