

**DOCKETED**

<b>Docket Number:</b>	20-FINANCE-01
<b>Project Title:</b>	Strategies to Attract Private Investment in Zero Emission Vehicle Charging Infrastructure and Other Clean Transportation Projects
<b>TN #:</b>	239990
<b>Document Title:</b>	RFI - Addendum #1 Medium- and Heavy-Duty Zero Emission Vehicle Charging and Refueling Infrastructure Potential Loan Program
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**CALIFORNIA ENERGY COMMISSION**

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Sacramento, California 95814

[energy.ca.gov](http://energy.ca.gov)



## **Request for Information**

### **Addendum #1**

## **Medium- and Heavy-Duty Zero Emission Vehicle Charging and Refueling Infrastructure Potential Loan Program**

**September 29, 2021**

**Docket # 20-FINANCE-01**

**Date for Comments Due ~~October 1, 2021~~ November 1, 2021**

The purpose of this addendum is to extend the due date to receive comments.

### **Purpose of Request:**

The Fuels and Transportation Division of the California Energy Commission (CEC) is seeking information to assess if a loan program would be an efficient use of state funds to enhance medium- and heavy-duty (MDHD) zero-emission vehicle (ZEV) charging and refueling infrastructure. Responses received from the Request for Information (RFI) as well as staff research and follow-up meetings will influence the CEC's determination on whether to establish a loan program for MDHD ZEV infrastructure and how the program would be administered.

### **Background:**

California's transportation sector accounts for 40 percent of the state's greenhouse gas (GHG) emission inventory and an additional 10 percent reflects emissions from petroleum production and refineries. The CEC has managed the Clean Transportation Program under Assembly Bill (AB) 118 (Nunez, Chapter 750, Statutes of 2006) and AB 8 (Perea, Chapter 401, Statutes of 2013) to provide funding in electric vehicle (EV) charging and hydrogen re-fueling infrastructure, low carbon fuel production plants, vehicle and component manufacturing facilities and complementary projects for the last 10 years at roughly \$100 million per year. This fund is authorized through the end of 2023 and complements other programs such as the Low Carbon Fuel Standard (LCFS), 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. Public loan programs have demonstrated effectiveness in stimulating private investment in critical infrastructure, which is the motivation for this RFI.

### **Request for Information:**

The CEC is accepting public comments under this RFI to inform staff of the current state of the MDHD ZEV infrastructure market and establish if there is a demand for a loan program in this area. The RFI seeks feedback on the following questions regarding MDHD ZEV infrastructure and demand:

1. What vehicle segments, vocations, and/or locations of the medium- and heavy-duty clean transportation infrastructure system are most amenable to a loan program at this time? Additionally, what portions of infrastructure are most amendable (e.g. in front of the meter, behind the meter, EVSE, transformers, etc.)? What evidence exists to substantiate these claims?
2. What examples of successful loan programs can you cite, ideally in transportation infrastructure in other geographies, or as a second-best example, in other sectors? What are the key features of these programs that CEC should look to replicate?
3. How should a loan program be structured to deliver maximum effectiveness? What design features matter most to induce private capital participation? How can a loan program work optimally with public programs like the LCFS, the Renewable Fuel Standard and others of relevance? In particular, how can a loan program be structured to work alongside grant programs run by the state and other entities?
4. In which instances and under what program designs would you prefer a loan over a grant? Would reduced reporting requirements or a streamlined application process cause you to prefer a loan over a grant?
5. How can a loan program reach priority populations, including both by directly providing capital to these populations, and by ensuring that resulting infrastructure projects deliver meaningful benefits?
6. What Evaluation, Management and Validation (EM&V) framework should be used to evaluate the success of a loan program? Can you identify examples of EM&V frameworks that have been employed in other public loan programs?
7. Are there any other thoughts or recommendations that you would like us to consider?

## 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 ~~Friday October 1, 2021~~ **Monday, November 1, 2021** 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  
715 P 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 Madison Jarvis, Air Pollution Specialist at [Madison.jarvis@energy.ca.gov](mailto:Madison.jarvis@energy.ca.gov) or (916) 237-2555.

The RFI is embedded in its entirety in this notice and available free on the California Energy Commission website at <https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=20-FINANCE-01>

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).