

DOCKETED

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ITEM 5

Update on the draft Staff Clean Transportation Program
Investment
Plan .



California Energy Commission

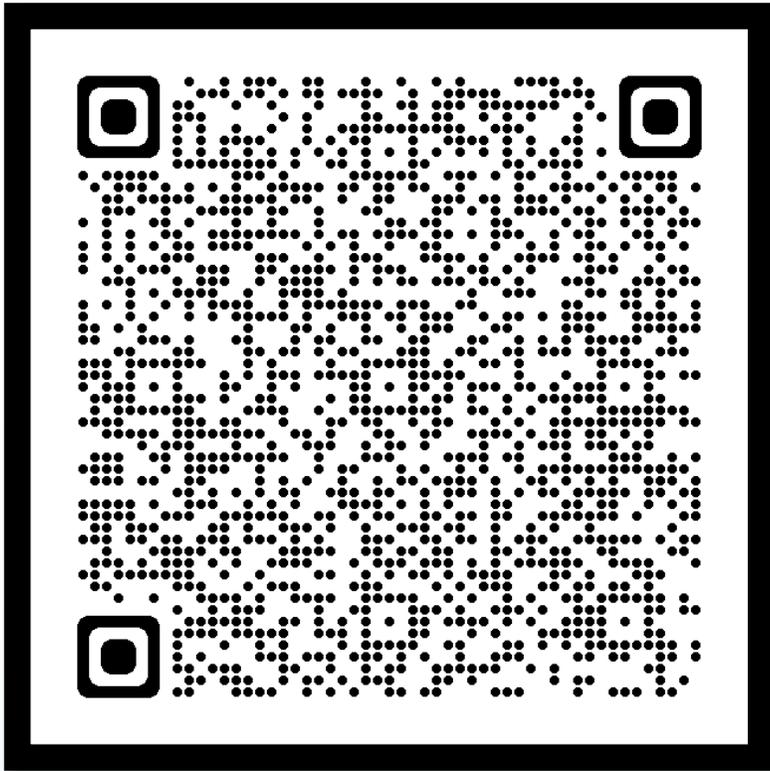
2022-2023 Investment Plan Update – Revised Staff Report

Charles Smith, Manager – Transportation Integration and Production Branch

October 21, 2022



Accessing the 2022-2023 Investment Plan



[Website for 2022-2023 Investment Plan Update Proceeding](https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-investment-7)

- View “Revised Staff Report”
- “Submit Comment (22-ALT-01)”
- Link to “Advisory Committee Meeting” materials

URL: <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-investment-7>



Purpose of the Investment Plan

- Guides the Clean Transportation Program's investments toward meeting the state's clean transportation goals
- Since 2020, sets multi-year funding allocations (through 2023) for improved planning and visibility
- Takes into consideration state regulations and other funding programs to promote coordination across agencies
- Allocates funding for multiple fuel and vehicle technologies, transportation sectors, and supporting activities (e.g. workforce development)

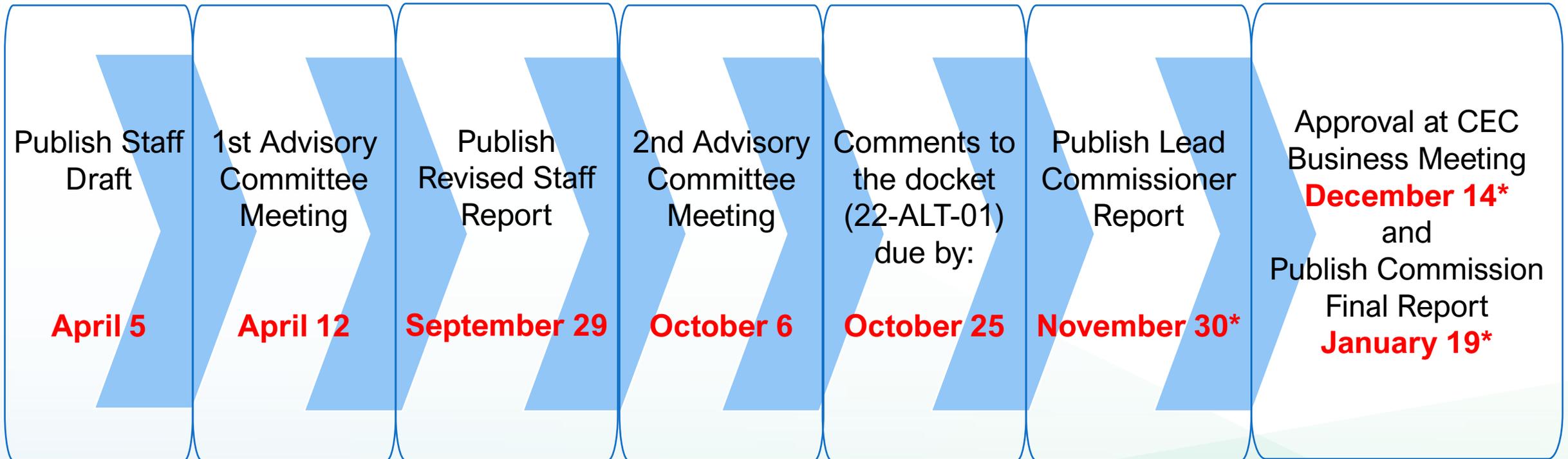


Informing the Investment Plan

- *AB 2127 Electric Vehicle Charging Infrastructure Assessment*
- *SB 1000 Electric Vehicle Charging Infrastructure Deployment Assessment*
- Zero-Emission Vehicle Infrastructure Plan (ZIP)
- Public meetings/workshops with the Advisory Committee
- Consultation with the Disadvantaged Communities Advisory Group
- Experience with administration of past Investment Plans
- Adjusting for federal government and state budget augmentations



Investment Plan Process & Schedule



*Tentative



Commitment to Inclusion, Diversity, Equity and Access

- Seek to provide more than 50% of Clean Transportation Program funds to projects that benefit low-income and disadvantaged communities.
- Investment Plan input from Disadvantaged Communities Advisory Group (DACAG), diverse interests from the Clean Transportation Program Advisory Committee, and other groups.
- Expand outreach to local community-based organizations



Program Community Benefits

- Planning a public process to define, measure, track, and target more program community benefits.
 - Outreach and engagement with DACAG, Clean Transportation Program Advisory Committee, coalitions, and community groups.
 - CEC will engage the public through workshops and will share information on the CEC website.
- Will explore community benefits beyond project location and GHG reductions such as health, mobility options, workforce, economic, and more.
- **First workshop planned for November 29th, 2022.**



Clean Transportation Program Funding and ZEV Acceleration

Clean Transportation Program

- **\$100 Million**
- Annual

ZEV 1.0 Beginning with FY 2021-22

- **\$1.165 Billion**
- Over 3 years

ZEV 2.0 Beginning with FY 2021-22

- **\$2.415B**
- Over 5 years



New CEC Funding: ZEV Infrastructure

2022-23 State Budget



\$570 Million

ZEV Infrastructure Grants



\$470 Million

Clean Trucks, Buses and
Off-Road Equipment



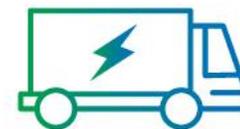
\$375 Million

School Buses



\$300 Million

Equitable At-Home Charging



\$250 Million

Drayage



\$150 Million

Ports



\$140 Million

Transit Buses



\$100 Million

Emerging Opportunities



\$60 Million

Hydrogen Fueling

**\$2.4
BILLION
TOTAL**

September 2022



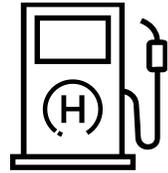
Investments in FYs 22/23 - 25/26



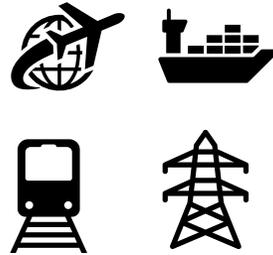
\$900 M
Light-Duty
EV Charging
Infrastructure



\$1.7 B
Medium and
Heavy-Duty
ZEV
Infrastructure



\$ 90 M
Hydrogen
Refueling
Infrastructure



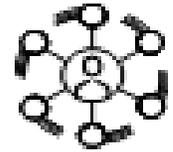
\$97 M
Emerging
Opportunities



\$15 M
Low Carbon
Fuels



\$118 M
ZEV-Related
Manufacturing



\$10 M
ZEV
Workforce
Development

+

\$384 M
NEVI

Total: \$2.9 Billion



Funding Allocations Table

Category	Funding Source	2022-2023	2023-2024	2024-2025	2025-2026
Light-Duty Electric Vehicle Charging Infrastructure	Program	\$30.1	\$13.8	-	-
Light-Duty Electric Vehicle Charging Infrastructure	General Fund	\$218.5	\$210.0	\$90.0	\$40.0
Equitable At-home Charging	General Fund	\$19.0	\$160.0	\$80.0	\$40.0
Medium- and Heavy-Duty ZEV Infrastructure	Program	\$30.1	\$13.8	-	-
Drayage Truck ZEV Infrastructure	General Fund	\$171.95	\$185.0	\$49.0	-
Transit Bus ZEV Infrastructure	General Fund	\$28.50	\$90.0	\$50.0	\$30.0
School Bus ZEV Infrastructure	General Fund	\$389.25	\$15.0	-	-
Clean Trucks, Buses and Off-Road Equipment ZEV Infrastructure	General Fund	\$94.05	\$315.0	\$31.0	\$25.0
Port ZEV Infrastructure	General Fund	-	\$40.0	\$80.0	\$30.0
Emerging Opportunities	General Fund	\$51.3	\$35.0	\$11.0	-
Hydrogen Fueling Infrastructure	Program	\$20.0	\$10.0	-	-
Hydrogen Fueling Infrastructure	General Fund	-	\$20.0	\$20.0	\$20.0
Zero- and Near Zero-Carbon Fuel Production and Supply	Program	\$10.0	\$5.0	-	-
ZEV Manufacturing	General Fund	\$118.75	-	-	-
Workforce Training and Development	Program	\$5.0	\$5.0	-	-
	Total Program	\$95.2	\$47.6		
	Total General Fund	\$1,091.3	\$1,070	\$411	\$185



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Questions for Consideration

1. Given the prescriptive nature of the General Fund allocations from the State Budget Acts of 2021 and 2022, should the Investment Plan shift fungible Clean Transportation Program dollars to other categories? (e.g. low-carbon fuel production; ZEV manufacturing; workforce training and development?)
2. Do the timing and allocations between light-duty and medium-duty/heavy-duty infrastructure investments in the Investment Plan strike the right balance for ZEV acceleration? If not, where should adjustments be made and why?
3. What should the Investment Plan include within each funding allocation to improve equitable access and benefits from that allocation?



Closing Links and Contact

More information:

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

Submit e-comments by October 25, 2022 at:

<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=22-ALT-01>

Contact:

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Charles.Smith@energy.ca.gov