



Program Status Update

Goals and Progress of the ARFVTP

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California Transportation: Nation-State Statistics

- Population: 37.7 million
- GDP: \$1.9 trillion - 9th largest global economy
- GHG Emissions: 440 MMT (2004)
 - 7.2% of U.S. Emissions (Pew Center)
 - 10th largest emitter on global scale
 - **Transportation accounts for 42 % of all GHG emissions**
- Vehicles: 26.5 million cars + 0.92 million trucks
- Annual Fuel Consumption: 18.8 billion gallons
 - 15 billion gallons gasoline
 - 3.3 billion gallons diesel



Alternative and Renewable Fuel and Vehicle Technology Program (AB118)

Purpose

To transform California's transportation market into a diverse collection of alternative fuels and technologies and reduce California's dependence on petroleum.

“...develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.” (Health and Safety Code Section 44272(a))

Up to \$150 Million in Annual State Funding Program

The Energy Commission will receive **\$100 million/year for 7 years** to implement the ARFVT Program: Fuel production, Infrastructure, Trucks

California Air Resources Board will receive **\$40 million/year for over 7 years** for *Enhanced Fleet Modernization* and *Air Quality Improvement*: Light Duty Vehicle, Buses and Trucks.



California's Policy Goals and Objectives

Policy Objectives	Goals and Milestones
GHG Reduction	Reduce GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
Petroleum Reduction	Reduce petroleum fuel use to 15% below 2003 levels by 2020
In-State Biofuels Production	Produce in California 20% of biofuels used in state by 2010, 40% by 2020, and 75% by 2050
Low Carbon Fuel Standard	10% reduction in carbon intensity of transportation fuels in California by 2020
RFS2	36 Billion Gallons of renewable fuel by 2022
Air Quality	80% reduction in NO _x by 2023



Program Status Update

- Now in 5th year of 7.5-year duration
- To date, Energy Commission has allocated more than \$450 million to funding categories, and awarded more than \$300 million among 150 projects



ARFVT Progress - UPDATE

(Funded through September 2012)

	Fuel Area	Existing 2009-2010 Baseline Levels	Additions from ARFVT Program Funding	Percent Increase
Alternative Fueling Infrastructure	Electric	1,270 charging stations	5,211 charging stations	310%
	E85	39 fueling stations	205 fueling stations	425%
	Natural Gas	443 fueling stations	30 stations	7%
	Hydrogen	6 public fueling stations <i>(plus 5 more under construction)</i>	11 fueling stations <i>(in development)</i>	100%
Alternative Fuel Vehicles	Electric Cars	13,268	379	3%
	Electric Trucks	1,409	155	11%
	Natural Gas Trucks	13,995	1,214	9%



Future Funding Opportunities

Description	\$ Available	Release
Hydrogen Fueling Infrastructure	\$28.6 Million	Active
Natural Gas Infrastructure	\$3.9 Million	Active
Electric Truck Retrofit Demonstration	~\$2.4 Million	January/February
Charging Infrastructure	\$6.6 Million	January/February
Commercial Scale Biofuels Production	\$9.3 Million	Spring
Regional Planning	\$2.7 Million	Spring
Centers for Alternative Fuels	\$2.7 Million	Spring
Natural Gas and Propane Vehicle Deployment	\$12.6 Million	Ongoing/Spring



Draft FY 2013-2014 Investment Plan

	Project/Activity	Proposed Funding Allocation for FY 2013-2014
Alternative Fuel Production	Biofuel Production and Supply	\$23 Million
Alternative Fuel Infrastructure	Electric Charging Infrastructure	\$7 Million
	Hydrogen Fueling Infrastructure	\$20 Million
	Natural Gas Fueling Infrastructure	\$1.5 Million
Alternative Fuel and Advanced Technology Vehicles	Natural Gas Vehicle Incentives	\$12 Million
	Light-Duty Plug-in Electric Vehicles	\$5 Million
	Medium- and Heavy-Duty Advanced Vehicle Technology Demonstration	\$15 Million
Emerging Opportunities	Emerging Opportunities (Federal Cost Sharing)	\$3 Million
Manufacturing	Manufacturing Facilities, Equipment and Working Capital	\$10 Million
Workforce Training and Development	Workforce Training and Development	\$2.5 Million
Market and Program Development	Regional Alternative Fuel Readiness and Planning	\$1 Million
	Total Available	\$100 Million



Rulemaking on Section 3103

(20 CA ADC § 3103 - Funding Restrictions)



Cal. Admin. Code tit. 20, § 3103

- (a) A project shall not be eligible for funding if it is mandated by any local, regional, state, or federal law, rule, or regulation. If a project is one that helps the proposing entity meet a performance requirement mandated by local, regional, state, or federal law, rule, or regulation, the project shall not be eligible for funding. To the extent a project exceeds what is required for compliance with a legally enforceable requirement, it may receive funding for that part of the project that the applicant demonstrates is not mandated to meet the requirement. Credits generated by the excess, however, may not be used or sold by the proposing entity to offset a legally enforceable requirement, except to the extent allowed by subsection (b). For purposes of this section, a legally enforceable requirement refers to any requirement enforceable by a local, regional, state, or federal agency for the purpose of reducing the emission of one or more criteria pollutants, toxic air contaminants, or any greenhouse gas.



- (b) A project that generates credits that the applicant plans to claim based on the reduction of criteria pollutants, toxic air contaminants, or greenhouse gases may not be eligible for funding unless all of the following occur:
- (1) the applicant seeks funding for only a portion of the project;
 - (2) the applicant agrees in the funding agreement to discount emission credits at least in proportion to the amount of funding received;
 - (3) the project satisfies one or more of the criteria in sections 3101 and 3101.5, as appropriate.



- LCFS Credit Discounting
 - Rulemaking proceeding approved on November 14
 - Workshops to begin early 2013
- More information
 - Sign up for updates on Transportation List Server:
www.energy.ca.gov/transportation/
 - California Code of Regulations
www.oal.ca.gov/ccr.htm
 - Other questions can be directed to
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