



# **Item 14: 2023–2024 Investment Plan Update for the Clean Transportation Program**

February 14, 2024 Business Meeting

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# Origins of the Clean Transportation Program

- Transportation sector: significant greenhouse gas emissions and public health impacts
- Pollution disproportionately burdens vulnerable and disadvantaged communities
- Clean Transportation Program created to invest in a cleaner, healthier transportation system
- Provides up to \$100 million per year





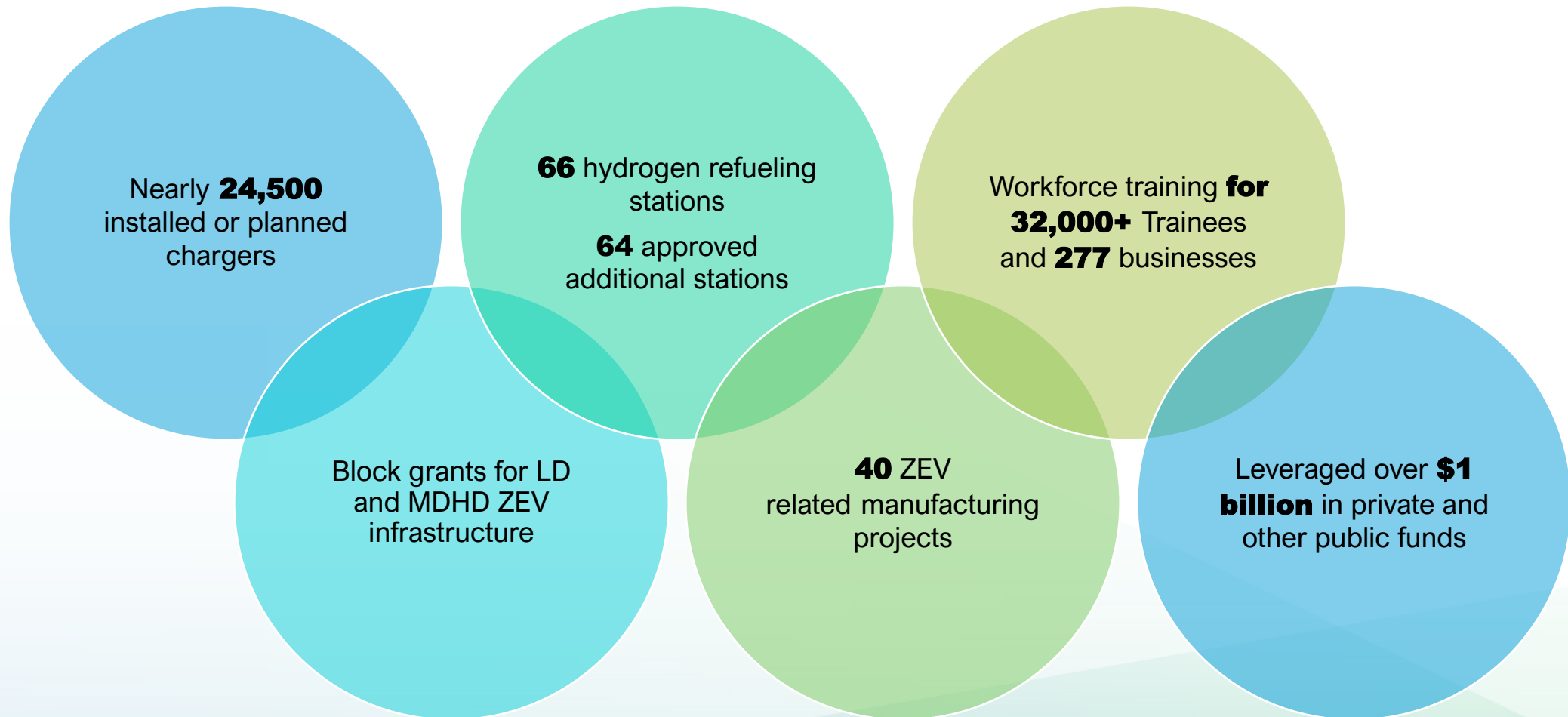
# AB 126: Clean Transportation Program Reauthorization

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- Program reauthorized through July 1, 2035
- Focus on zero-emission technologies where feasible
- New equity requirements
- Hydrogen carveout reduced from 20% to 15%



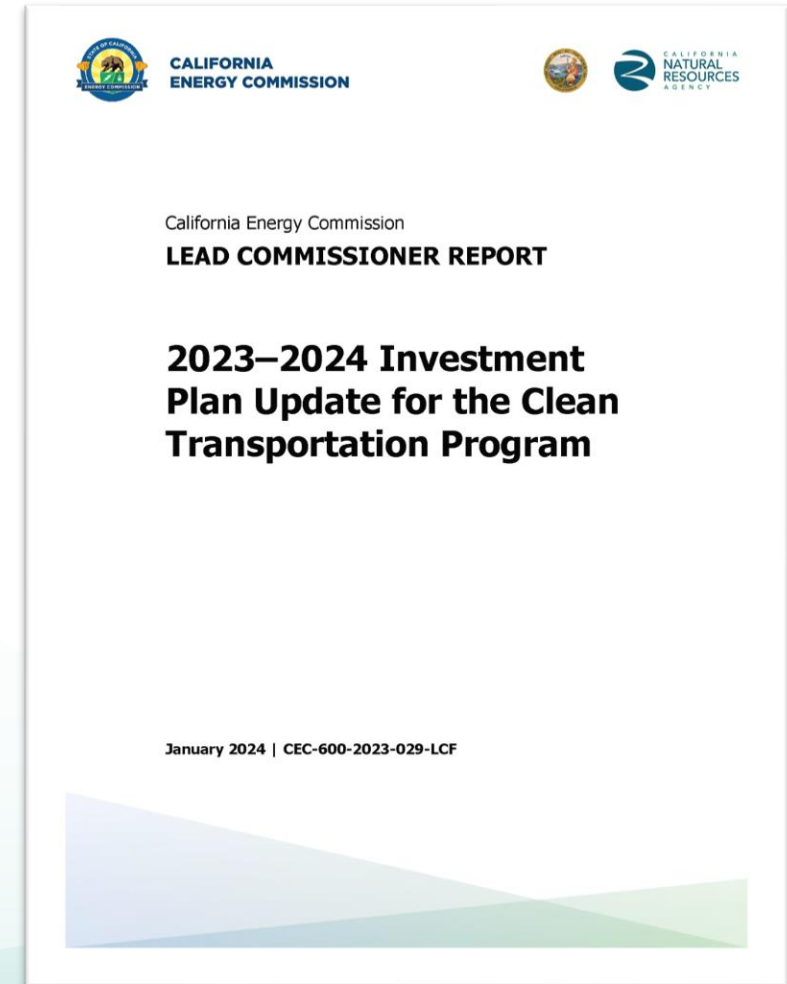
# Clean Transportation Program Highlights (as of July 2023)





# Investment Plan Update Sets Direction for Future

- Guides investments to meet clean transportation goals
- Allocates funding
- Provides multiyear funding allocations for improved planning and visibility
- Promotes agency coordination





# Development of the Investment Plan Update

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- Input from Advisory Committee, DACAG, stakeholders and the public
- Coordination with state and federal agencies
- Findings and needs identified in CEC analyses, including:
  - AB 2127 Electric Vehicle Charging Infrastructure Assessment
  - SB 1000 Electric Vehicle Charging Infrastructure Deployment Assessment
  - Zero-Emission Vehicle Infrastructure Plan (ZIP)
  - Staff Report on Senate Bill 643



# Commitment to Inclusion, Diversity, Equity and Access

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- Seek to provide over 50% of Clean Transportation Program funds to projects that benefit low-income and disadvantaged communities
  - Required by AB 126 starting in 2025
- Better define, measure, and track community benefits beyond project location (e.g., health, mobility options, workforce)
  - Workshops held 11/29/2022 and 03/28/2023



# Commitment to Inclusion, Diversity, Equity and Access (continued)

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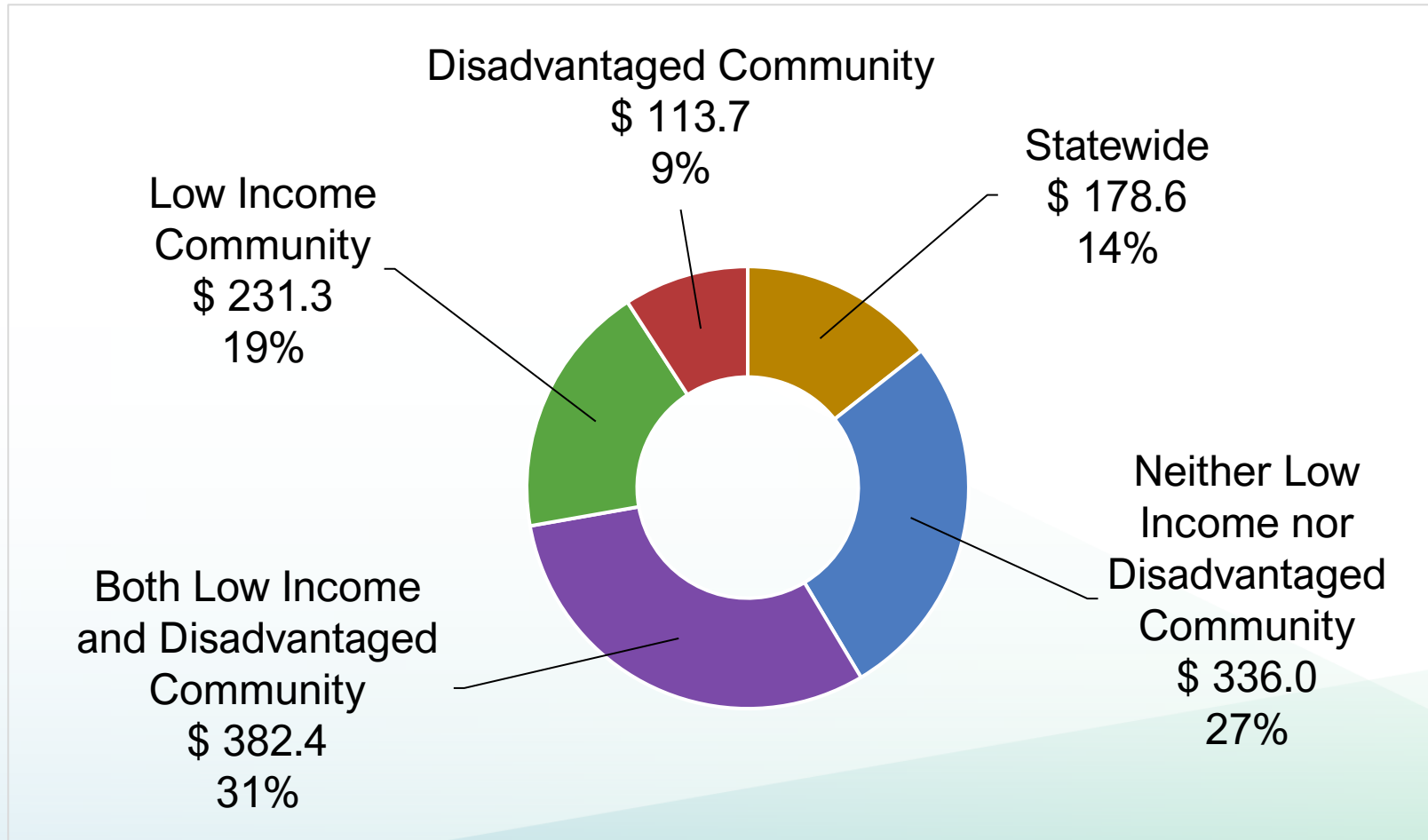
- Expand outreach to local community-based organizations
- Many solicitations incentivize community-based organization involvement
- Explore additional ways to support ZEV infrastructure deployment





# Share of Projects in Disadvantaged and Low-income Communities

- **58.6%** when excluding projects that do not yet have assigned locations
- **68.4%** when also excluding projects known to be statewide



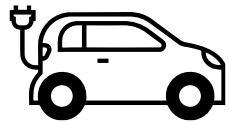


# Investments in Fiscal Years 2023–2024 to 2026–2027

## Total: \$1.85 Billion

Not counting base Clean Transportation Program funds after 2023–2024

(State Budget Act funds are subject to change)



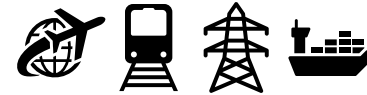
**\$658 Million**

Light-Duty EV Charging Infrastructure



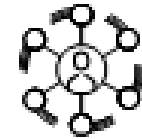
**\$1.15 Billion**

Medium- and Heavy-Duty ZEV Infrastructure



**\$46 Million**

Emerging Opportunities



**\$5 Million**

ZEV Workforce Development

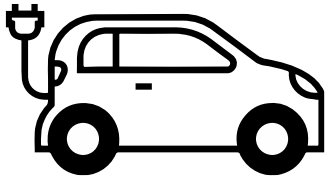
**+**

**\$384 Million**

National Electric Vehicle Infrastructure



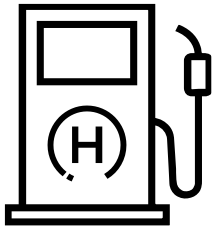
# Light-Duty EV Charging



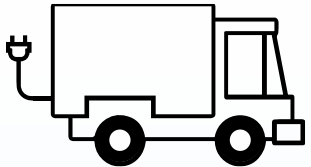
- Equitable at-home solutions for multi-family homes
  - Targeted deployments in rural and priority communities
  - Broad network of high-power fast chargers
- This fiscal year: \$42.6 million (base) and \$95 million (Greenhouse Gas Reduction Fund)



# Medium- and Heavy-Duty ZEV Infrastructure



- Both hydrogen refueling and EV charging
- Zero-emission port infrastructure

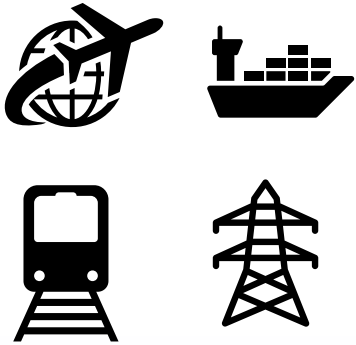


- Fuel thousands of trucks and off-road equipment

→ This fiscal year: \$47.6 million (base) and \$344 million (Greenhouse Gas Reduction Fund and General Fund)



# Emerging Opportunities

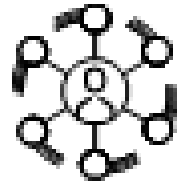


- Sectors early in transition to zero emission including aviation, marine, and rail
  - Vehicle-grid integration to support grid-friendly charging
- Fiscal Year 2025–2026 only: \$46 million  
(projected Greenhouse Gas Reduction Funds)



# Workforce Training and Development

- Training and workforce development programs
  - Prioritize disadvantaged and low-income communities
- This fiscal year: \$5 million (base)





# Gratitude to the Clean Transportation Program Advisory Committee (2020–2023)

- **Ruben Aronin** — Better World Group
- **Will Barrett** — American Lung Association in California
- **Morgan Caswell** — Port of Long Beach
- **Tyson Eckerle** — Governor's Office of Business and Economic Development
- **Bill Elrick** — California Fuel Cell Partnership
- **Larry Engelbrecht** — Engelbrecht Consulting
- **John Frala** — Rio Hondo College
- **Katherine Garcia** — Sierra Club
- **Matt Gregori** — SoCalGas
- **Kevin Hamilton** — Central California Asthma Collaborative
- **Samantha Houston** — Union of Concerned Scientists
- **Dylan Jaff** — Consumer Reports
- **Joel Levin** — Plug In America
- **Jose Lopez** — Private Citizen
- **Morris Lum** — Recreational Boaters of California
- **Bill Magavern** — Coalition for Clean Air
- **Robert Meyer** — Employment Training Panel
- **Micah Mitrosky** — IBEW 9th District
- **Lori Pepper** — California State Transportation Agency
- **Michael Pimentel** — California Transit Association
- **Jerome Qiriazzi** — Humboldt Transit Authority
- **Mary Solecki** — AJW
- **Tracy Stanhoff** — Indigenous Post
- **JB Tengco** — BlueGreen Alliance
- **Eileen Tutt** — Electric Transportation Community Corporation
- **Sydney Vergis** — California Air Resources Board



# Staff Recommendations

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- Approve the 2023–2024 Investment Plan Update for the Clean Transportation Program with:
  - proposed allocations for this fiscal year
  - planned allocations for future fiscal years
- Approve staff recommendation that investment plan is:
  - not a project under CEQA or, in the alternative, if deemed to be a project that it is exempt





# Appendix Slides



# Funding Allocations Table

Category	Eligible Fuel Types	Funding Source	2023–2024	2024–2025	2025–2026	2026–2027
Light-Duty Charging Infrastructure*	Electric	Clean Transportation Program (Base)	\$42.6	-	-	-
Light-Duty Charging Infrastructure*	Electric	Greenhouse Gas Reduction Fund (GGRF)	-	\$120	\$140	\$80
Equitable At-Home Charging	Electric	GGRF	\$95.0	\$80	\$60	\$40
Medium- and Heavy-Duty Infrastructure	Electric, Hydrogen	Base	\$47.6	-	-	-
Drayage Truck Infrastructure	Electric, Hydrogen	GGRF	\$80.75	\$50	\$50	\$49
School Bus Infrastructure	Electric	General Fund (Proposition 98)	\$125.0	\$125	\$125	-
Clean Truck, Bus, and Off-Road Equipment Infrastructure	Electric, Hydrogen	GGRF	\$137.75	\$137	\$89	-
Port ZEV Infrastructure	Electric, Hydrogen	GGRF	-	-	-	\$130
Emerging Opportunities	Electric, Hydrogen	GGRF	-	-	\$46	-
Workforce Training and Development	Electric, Hydrogen	Base	\$5.0	-	-	-
		<b>Total Base</b>	<b>\$95.2</b>			
		<b>Total General Fund and GGRF</b>	<b>\$438.5</b>	<b>\$512</b>	<b>\$510</b>	<b>\$299</b>

\* Not including about \$384 million in federal NEVI funds