

Forces Driving an Energy Transformation

Presentation to Peninsula RTP0

Steven Polunsky

SENIOR ENERGY POLICY SPECIALIST

APRIL 21, 2023



Washington State
Department of
Commerce

Outline

Department of Commerce

Climate and Health

Federal Legislation

State Legislation and Grants

Energy

The Future

Steven Polunsky

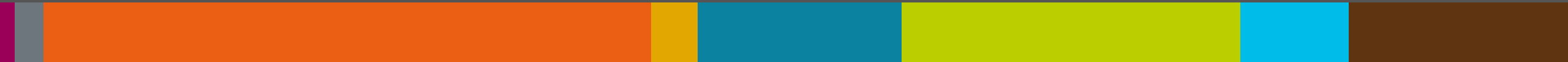
SENIOR ENERGY POLICY SPECIALIST

APRIL 21, 2023



Washington State
Department of
Commerce

Commerce



We strengthen communities



HOUSING AND
HOMELESSNESS



INFRASTRUCTURE AND
BROADBAND



SMALL BUSINESS
ASSISTANCE



ENERGY



PLANNING AND TECH
ASSISTANCE



COMMUNITY
SERVICES AND FACILITIES



CRIME VICTIMS AND
PUBLIC SAFETY



ECONOMIC
DEVELOPMENT

New Executive Director: Michael Fong

- Regional Administrator, US Small Business Administration (Washington, Oregon, Idaho)
- Chief Recovery and Resilience Officer for Snohomish County
- Senior Deputy Mayor, City of Seattle 2017-2021
- Native of Spokane
- Bachelor of Arts - University of Washington
- Starts May 8, 2023
- Replaces Lisa Brown



2021 Washington State Energy Strategy



Transportation



Buildings



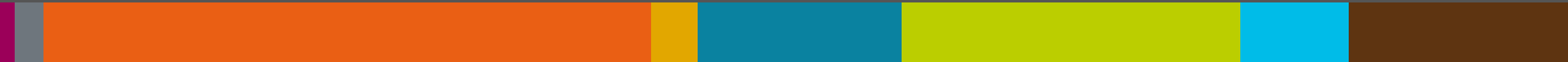
Industry and Workforce



Electricity

<https://www.commerce.wa.gov/energystrategy>

Climate and Health



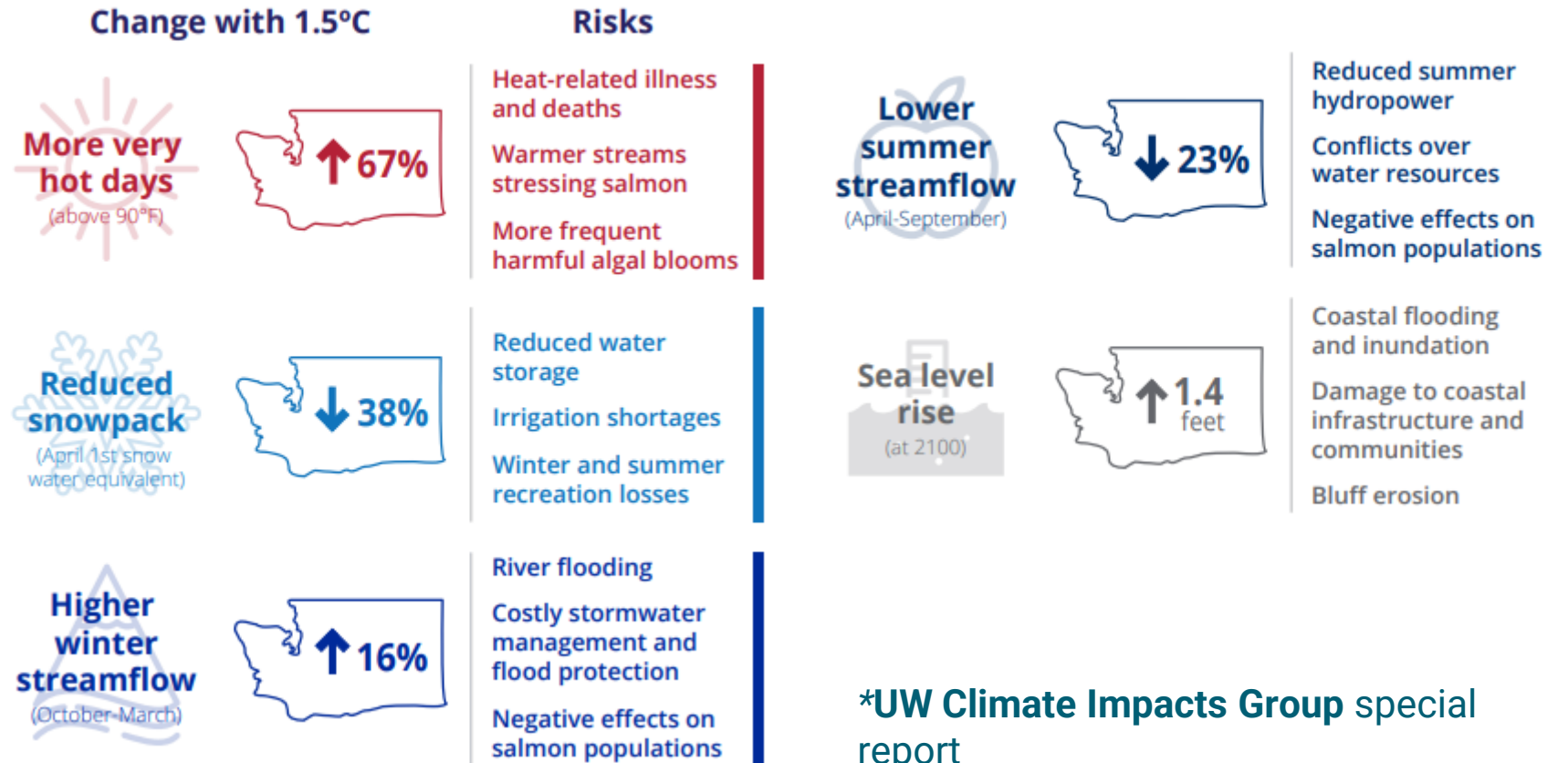
Climate Impacts

Climate change will affect peoples' health through increased exposure to extreme heat, wildfire smoke, diseases and other hazards. Changes in patterns of precipitation and snow melt, among other climate impacts, will affect agriculture, the built environment, recreation and other facets of society.

These impacts will not be distributed equitably among communities; communities of color, Indigenous communities, low-income communities and Northwesterners most dependent on natural resources for their livelihoods stand to experience these impacts first and worst.⁷

⁷ UW Climate Impacts Group <https://cig.uw.edu/our-work/people-society/>

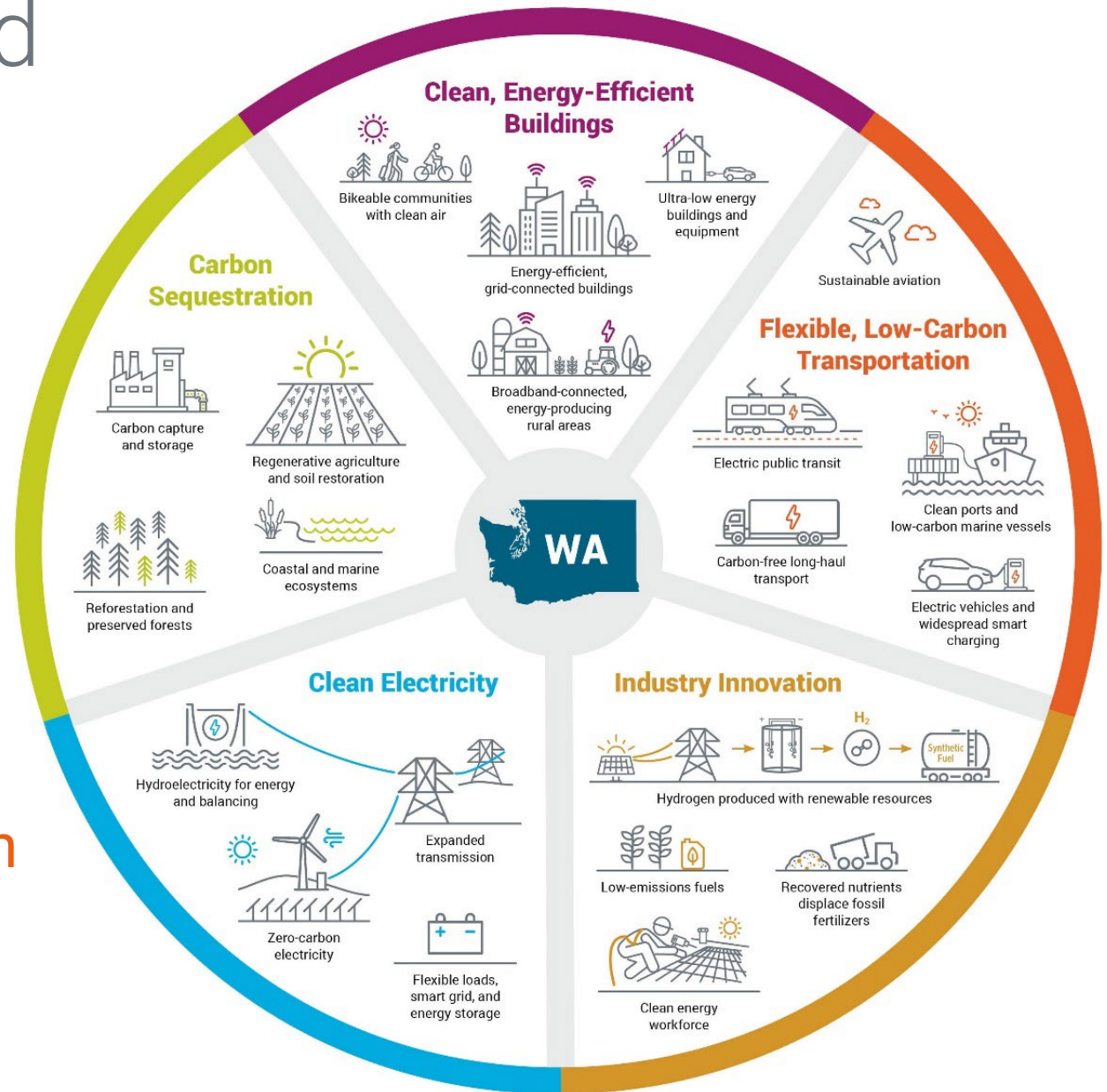
Facing a climate emergency in Washington



***UW Climate Impacts Group special report**
"No Time to Waste"

Prompt action needed in all sectors

- Clean electricity supplies
- Bulk power transmission
- Energy efficiency
- Flexible loads
 - Electrolytic hydrogen
- EV infrastructure
- Clean fuels
- Industrial policy and innovation
- Workforce development
- Land use policies



Greenhouse Gas Emissions

2019 U.S. GHG EMISSIONS

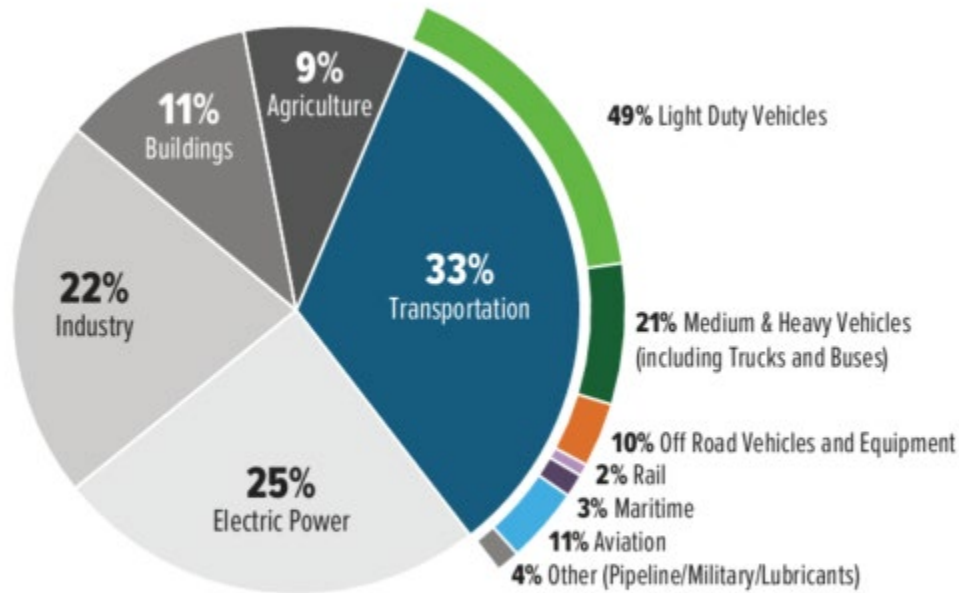


Figure 2. Total 2019 U.S. GHG emissions with transportation and mobile sources breakdown. Data derived from the EPA Inventory of U.S. Greenhouse Gas Emissions and Sinks [see](#).⁸ This Blueprint uses 2019 as a baseline since impacts due to COVID-19 complicate the use of later data.

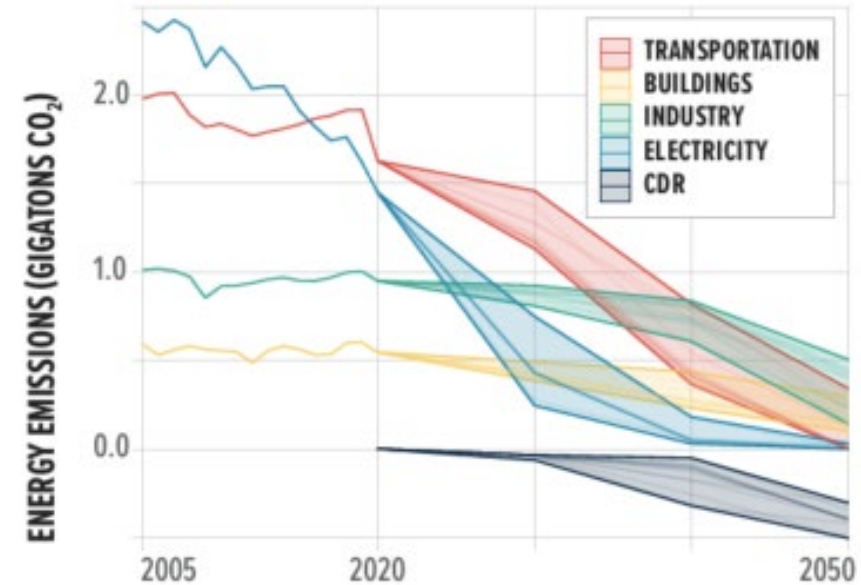
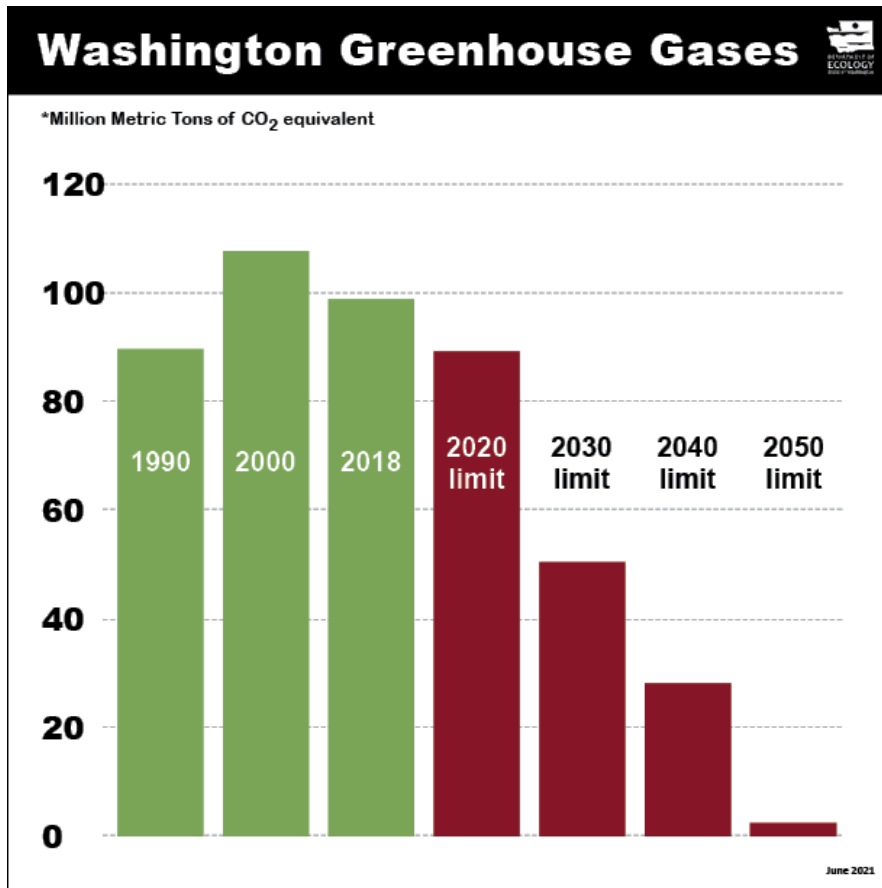


Figure 1. The path to economy-wide decarbonization entails electricity emissions and emissions from transportation, buildings, and industry falling dramatically in all scenarios, with the greatest reductions coming from electricity, followed by transportation, and growth in non-land sink carbon dioxide removals (Source: LTS).

<https://www.energy.gov/eere/us-national-blueprint-transportation-decarbonization-joint-strategy-transform-transportation>

Taking action on greenhouse gases



In 2020, the Washington Legislature set new greenhouse gas emission limits in order to combat climate change. Under the law, the state is required to reduce emissions levels:

- 2020 - reduce to 1990 level of 95.5 million metric tons.
- 2030 - **45%** below 1990 level to 50 million tons.
- 2040 - **70%** below 1990 levels to 27 million tons.
- 2050 - **95%** below 1990 levels to 5 million tons – and achieve net zero emissions.

SCIENCE & MEDICINE

Vehicle emission declines led to fewer deaths, study finds

Harvard University researchers who study the environment and public health examined the impact of declines in vehicle emissions over a decade. They found deaths dropped from 27,700 in 2008 to 19,800 in 2017, and that the economic benefits of the reduction in emissions totaled \$270 billion.

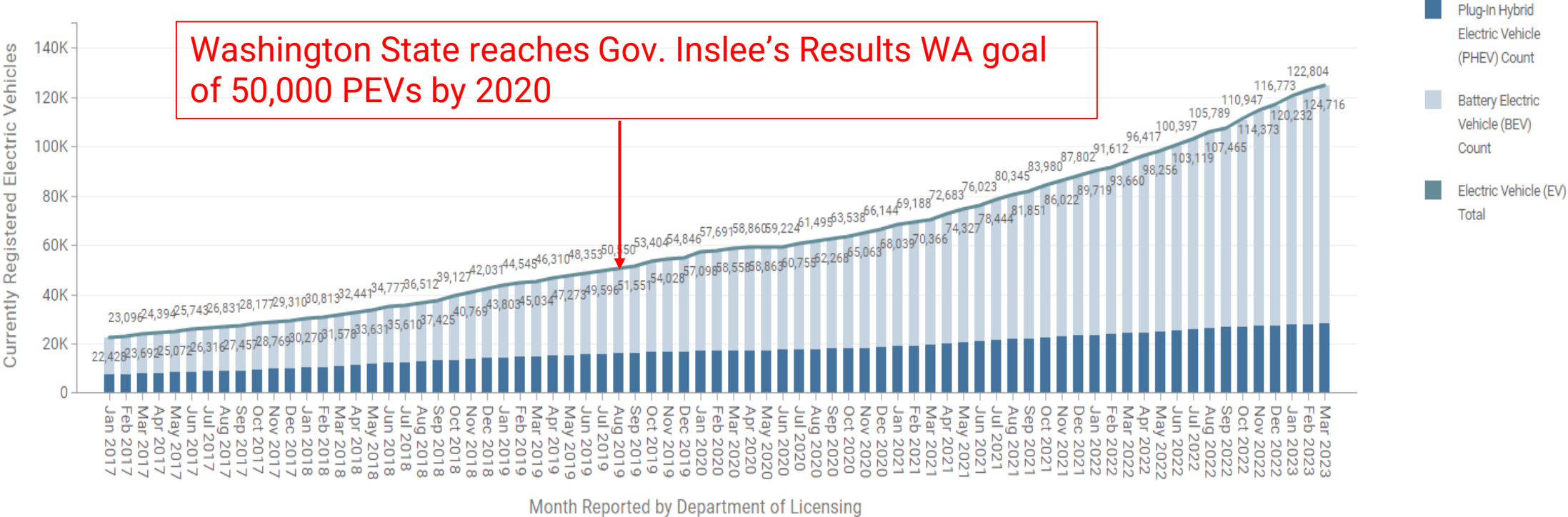
In a new study published in the [Proceedings of the National Academy of Sciences](#), the researchers also concluded that if vehicles continued to emit air pollution at 2008 levels throughout the time period, the death total in 2017 would have been 2.4 times higher.

Light-duty vehicles such as cars, pickup trucks and SUVs made up a major portion of the health burden reduced by tougher regulations on fossil fuel companies and vehicle manufacturers, according to the study.

<https://www.latimes.com/science/story/2021-12-14/vehicle-emission-declines-led-to-fewer-deaths-study-finds>



Plug In Electric Vehicle Registrations



Source: Department of Licensing <https://data.wa.gov>

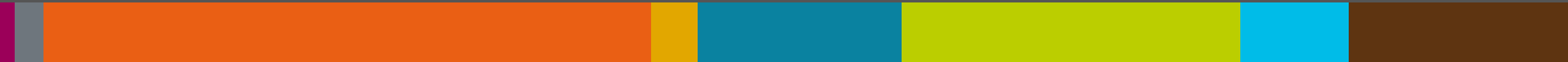


WASHINGTON STATE DEPARTMENT OF COMMERCE

Successes

- 100,000 EVs on WA roads
- 2nd largest EV market share
- Tacoma beating Austin, Denver, DC for new EVs registered
- Combined with the Clean Fuel Standard and other transportation initiatives, Washington residents will realize a reduction in air pollution providing an estimated \$1.8 billion in economic benefit from better health by 2038 (ECY/BRG)
- Move Ahead Washington
- IEVCC
- California projects avoiding 3800 premature deaths over 25 years, two thirds of those being people of color

Federal



What's Happening

[More News and Events](#)



Biden-Harris Admin Opens First Round Applications for \$2.5 Billion Program to Build EV Charging in U.S. Communities

Mar 14, 2023

First round of funding under



DOT FTA Announces \$1.7B to Modernize Transit Fleets with Low- and No-Emission Buses

Feb 20, 2023

The Joint Office provides
technical assistance to help



Joint Office Releases Notice of Intent for Funding Opportunity and Department of Energy Announces EV Charging and Hydrogen Corridor Project Funding

Feb 15, 2023



The Joint Office of Energy and Transportation (Joint Office) offers webinars to help states and key stakeholders build capacity for electric vehicles and plan for charging infrastructure.

All upcoming and past webinars can be found at DriveElectric.gov/webinars.

Upcoming Webinars

Community Charging Models

The Joint Office of Energy and Transportation (Joint Office) will host a webinar on community charging **April 25, 2023, 2–3 p.m. ET**. The purpose is to inform on key considerations of community charging models and how electric vehicle (EV) charging can meet community needs and support equitable and widespread EV adoption.

The U.S. Department of Energy Vehicle Technologies Office has previously funded projects that support community charging, including curbside EV charging, EV car share, EV charging for multifamily (MFH) housing, and EV mobility hubs.

Lessons learned from these projects can help identify best practices for communities pursuing electrification, including engaging stakeholders, strategies for improving the equitable distribution of project benefits, site selection factors, and permitting/policy elements that could impact the project.

Learn more about and register for the [April 25, 2023 webinar](#).



Recordings Available for Past Webinars

- Apr. 18, 2023 – [Sample Cybersecurity Procurement Clauses for EV Charging Infrastructure](#) (recording coming soon)
- Apr. 11, 2023 – [Community Engagement in Transportation](#)
- Apr. 4, 2023 – [State of the Practice in Electric Vehicle Charging Station Site Design](#)
- Mar. 28, 2023 – [Contracting and Procurement Considerations for EV Station Deployment](#)
- Mar. 23, 2023 – [State of the Practice in DC Charging Station Site Evaluation and Deployment Processes](#)
- Mar. 21, 2023 – [Utilities, Commissions, and State DOTs: Working Together to Deploy EV Charging](#)
- Mar. 21, 2023 – [Charging and Fueling Infrastructure Discretionary Grant Program](#)
- Feb. 28, 2023 – [Bridging Transportation and Energy Through Regional Coordination](#)
- Feb. 28, 2023 – [DOT FTA Low-No and Bus Competitive Grant Programs FY 2023 Notice of Funding](#)
- Feb. 21 and 23, 2023 – [EV Charging Minimum Standards Rule](#)
- Jan. 24, 2023 – [Meet and Greet Gabe Klein, Joint Office Executive Director](#)

es Office of Program Research

EPA, USDA...

The Environmental Justice Thriving Communities Grantmaking (EJ TCGM) Program

The new Environmental Justice Thriving Communities Grantmaking (EJ TCGM) Program is a competition to select multiple Grantmakers around the nation to reduce barriers to the application process communities face and increase the efficiency of the awards process for environmental justice grants. Grantmakers will design competitive application and submission processes, award environmental justice subgrants, implement a tracking and reporting system, provide resources and support to communities, all in collaboration with EPA's Office of Environmental Justice and External Civil Rights.

Denali Commission High Energy Cost Grants

This program assists the Denali Commission in lowering the cost of energy for families and individuals in areas with extremely high per-household energy costs (275% of the national average or higher).

[More Information](#)

Distributed Generation Energy Project Financing

This program can provide loans and loan guarantees to energy project developers for distributed energy projects including renewables that provide wholesale or retail electricity to existing Electric Program borrowers or to rural communities served by other utilities.

[More Information](#)

Electric Infrastructure Loan & Loan Guarantee Program

This program makes insured loans and loan guarantees to nonprofit and cooperative

Energy Efficiency and Conservation Loan Program

The Energy Efficiency and Conservation Loan Program (EECLP) provides loans to

<https://www.rd.usda.gov/programs-services/electric-programs>

<https://www.epa.gov/environmentaljustice/environmental-justice-grants-funding-and-technical-assistance>

Key Federal Legislation

Highest Level: BIL

*Bipartisan Infrastructure Law/
Infrastructure Investment & Jobs Act*

Passed November 2021

\$1.2 Trillion bill

Billions to reauthorizations and
existing programs

\$550 billion in new federal
infrastructure

- Focus on:
 - Clean energy projects and infrastructure
 - Manufacturing and industrial transformation
 - Water
 - Buildings & schools
 - Fairness for workers and communities
 - Community resilience
 - Transportation
 - Methane & natural gas distribution



Northwest **Power** and
Conservation Council

Key Federal Legislation

Highest Level: IRA

Inflation Reduction Act

Passed August 2022

Budget reconciliation bill

Invests \$370 billion in climate and clean energy over next 10 years

Aims to cut GHG emissions by ~40% by 2030

Also includes sections on deficit reduction, Medicare, and the ACA

- Focus on:
 - Clean tech manufacturing
 - Industrial transformation
 - EV deployment
 - Manufacturing and supply chain
 - Transmission
 - Buildings
 - Energy transition for workers and communities
 - Resilient and healthy communities



Northwest **Power** and
Conservation Council

INFLATION REDUCTION ACT (AUGUST 2022)

INFRASTRUCTURE INVESTMENT AND JOBS ACT (NOVEMBER 2021)

\$2 billion
for domestic
manufacturing grants



\$7.5 billion
for charging
infrastructure

\$3 billion
for zero-emissions
equipment and climate
action plans at ports



\$5 billion
for clean or zero-
emission school buses

\$3 billion
for Neighborhood Access
and Equity Grants to
improve transportation
access



\$66 billion
for passenger
and freight rail

\$9.7 billion
for better reliability and
resilience in rural areas



\$65 billion
to modernize and
expand the national grid

INFLATION REDUCTION ACT (AUGUST 2022)

INFRASTRUCTURE INVESTMENT AND JOBS ACT (NOVEMBER 2021)

\$8.6 billion
in rebates for energy
efficiency upgrades



\$3.5 billion
to the Weatherization
Assistance Program

\$27 billion
for a national climate
bank to finance green
projects in underserved
communities



\$21 billion
in environmental
remediation funds

\$19.5 billion
for climate-smart
agricultural practices



\$3.3 billion
for wildfire risk reduction



Sources: Sen. Cantwell, the White House,
BlueGreen Alliance, National Wildlife Federation,
Evergreen Action, Bipartisan Policy Center

Graphic by: Alison Davis

Carbon Reduction, EV Charging, and Electric Grid

Ref ID	Federal Program Type	Program/ Project	Summary
1	Carbon Reduction	Carbon Reduction Program (CRP)	• \$6.42B funding level nationally between FY 2022 and FY 2026; \$1.2B in FY 2022--USDOT to establish a carbon reduction formula program for states to reduce transportation emissions. • Washington funds for FY 2022 are \$21.1M; \$119M over five years. • Eligible state funding activities include truck stop electrification, diesel engine retrofits, vehicle-to-infrastructure communications equipment, public transportation, port electrification, and deployment of alternative fuel vehicles. • WSDOT to work with MPOs to develop carbon reduction strategy.
2	EV Charging	Charging and Fueling Infrastructure Grant Program	• \$2.5B funding level between FY 2022 and FY 2026--USDOT to establish a competitive grant program. • Half of funding is for charging and fueling corridors at strategic locations along major national highways and half is for community grants.
3	Electric Grid and Emissions	State Energy Program (expanded use)	• \$500M in national funding for Department of Energy State Energy Program (SEP); state match requirement is waived. • Washington's one-time funding is \$1.9M (administered through Commerce). • Funding to support electric transmission and distribution planning, as well as planning activities and programs that help reduce carbon emissions in all sectors of the economy, including the transportation sector, and to accelerate the use of alternative transportation fuels and vehicle electrification.

Washington State House of Representatives Office of Program Research

Passenger-Vehicle Emissions and Infrastructure

Ref ID	Federal Program Type	Program/ Project	Summary
1	Passenger Vehicle Emissions	Tax Credit for New Passenger Clean Vehicles	- Income or business tax credit for new clean vehicles. - Credit for \$3,750 if critical mineral requirements are met, and an additional \$3,750 if battery component requirements are met. - No credit allowed if modified adjusted gross income of the taxpayer exceeds \$300,000 for a joint return, \$225,000 for a head of household, or \$150,000 for other taxpayers. - No credit allowed for SUVs, pickup trucks, or vans that exceed \$80,000; or for other vehicles that exceed \$55,000.
2	Passenger Vehicle Emissions	Tax Credit for Used Passenger Clean Vehicles	- Income tax credit available for previously-owned clean vehicles for lesser of \$4,000 or 30% of the sale price of the vehicle. - No credit allowed for taxable year if the modified adjusted gross income of taxpayer exceeds \$150,000 for a joint return, \$112,500 for a head of household, or \$75,000 for other taxpayers. - Vehicle must be sold for no greater than \$25,000.
3	Alternative Fuel Infrastructure	Alternative Fuel Refueling Property Credit	- Income tax credit for 30% cost of qualified refueling property (unless subject to depreciation, in which case, credit for 6% of cost). - Only available for property placed in service in census tract in low-income community or not in an urban area. - Tax credit for single item capped at \$100,000 if property subject to depreciation and \$1,000 in other cases.

Washington State House of Representatives Office of Program Research

Port-Related and Commercial Vehicle Emissions

Ref ID	Federal Program Type	Program/ Project	Summary
1	Port-Related Emissions	Reduction of Truck Emissions at Port Facilities Program	• \$400M in funding between FY 2022 and FY 2026 for a program to study and award competitive grants to reduce truck idling and emissions at ports, including through the advancement of port electrification. • \$80M available for program in FY 2022.
2	Port-Related Emissions	Diesel Emissions Reduction Act (DERA) Program	• In 2020, funding for the Diesel Emission Reduction Act (DERA) program was reauthorized through FY 2024--\$100M nationally in funding is available each fiscal year through FY 2024. • The EPA is authorized to offer rebates, grants, and loans to eligible entities, including any private individual or entity that owns a diesel vehicle or fleet. • Ecology administers a portion of this funding in Washington.
3	Commercial Vehicle Emissions	Tax Credit for Commercial Clean Vehicles	• Business tax credit that takes effect in 2023 for the lesser of 15% of the basis of the vehicle (30% if not powered by gasoline or diesel) or the amount equal to the excess of the purchase price over the price of a comparable ICE vehicle. • Amount of tax credit may not exceed \$7,500 for vehicles with a gross vehicle weight rating less than 14,000 lbs. and may not exceed \$40,000 for heavier vehicles. • Tax credit is available for vehicles acquired by the end of 2032.

Washington State House of Representatives Office of Program Research

Transit Agency Grants and Ferry Emissions

Ref ID	Federal Program Type	Program/ Project	Summary
1	Transit Agency Grants	Low or No Emission Vehicle Program (Bus and Bus Facilities)	• \$5.6B in funding for FY 2022 to FY 2026 for a competitive grant program administered by FTA. • \$1.1B nationally available for FY 2022 grants. • Grants are available to state and local government authorities and Indian Tribes for the purchase or lease of zero-emission and low-emission transit buses; and for the acquisition, construction, and leasing of required supporting facilities.
2	Transit Agency Grants	Bus and Bus Facilities Grants (some used for emissions reduction in past)	• \$5.1B nationally in funding for FY 2022 to FY 2026--FTA administers program. • Washington will receive \$17.1M in formula funding in FY 2022, and a total of \$89.5M in formula funding over five years. • Portion of grants to Washington transit agencies have been used for emissions reduction in past, though eligibility for grant funding is broader.
3	Ferry Emissions	Electric or Low-Emitting Ferry Program	• \$250M is available in competitive grants between FY 2022 and FY 2026--\$50M per fiscal year. • USDOT will administer pilot grant program for purchase of electric or low-emitting ferries and electrification or other reduction of emissions from existing ferries.

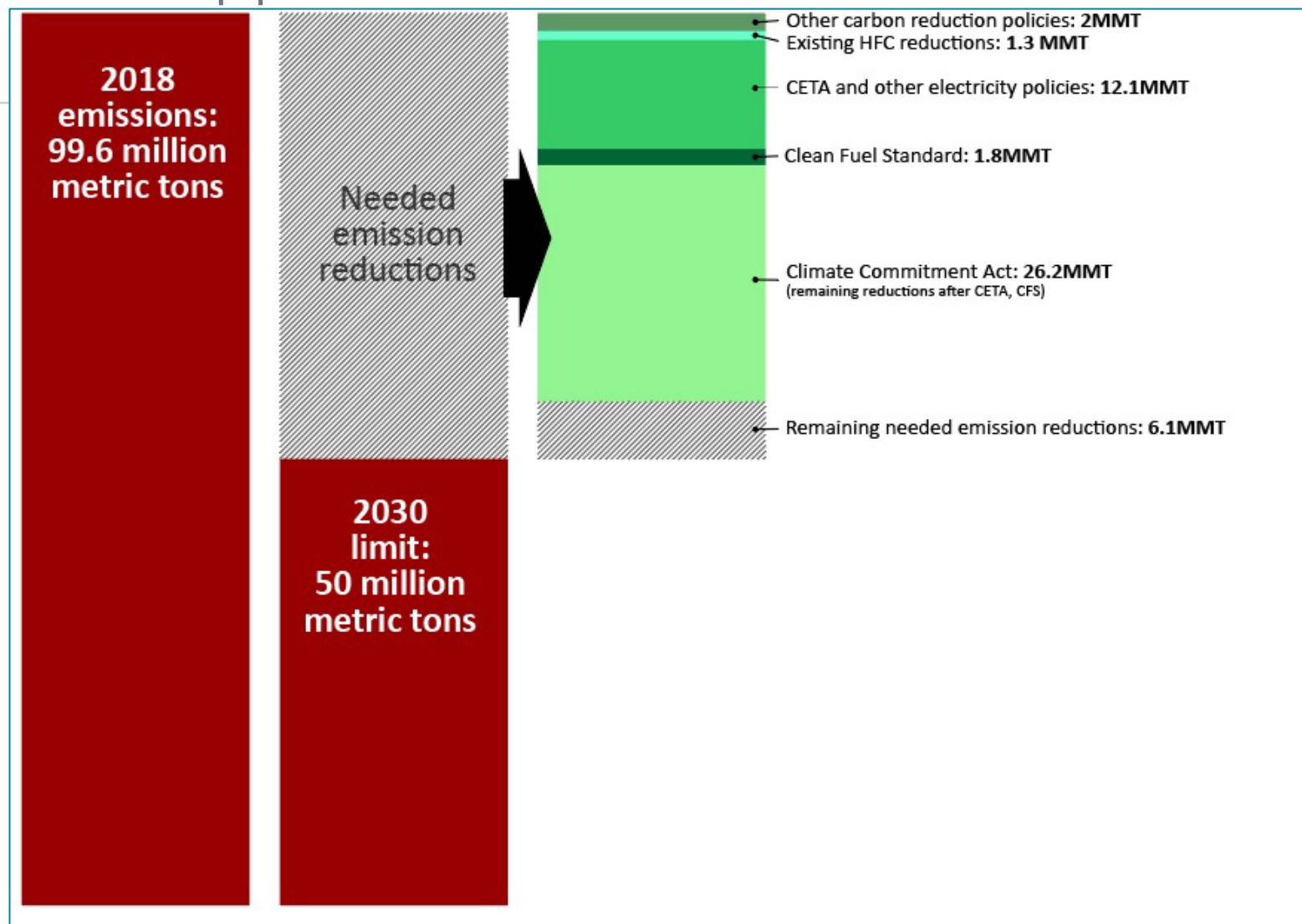
State



ESHB 1791 COMMERCIAL AVIATION SERVICES

3/

Building a comprehensive approach to emissions reduction



Passenger Vehicles and Infrastructure

Ref ID	State Program/ Project/ Incentive	2021-23 Appropriation	Future Funding Planned	State Agency
Transportation Budget				
1	ZEVIP—ZEV Infrastructure Partnership Grant Prgm.	\$10.9M	-	WSDOT Innovative Partnerships
2	NEVI—National EV Infrastructure Grant Program	\$9.8M (Fed.)	\$61.2M through FY 2026	WSDOT Innovative Partnerships
3	ZAP—Zero-Emissions Access Program	\$2.4M	\$1.2M for 2023-25	WSDOT Public Transportation
4	EV Infrastructure Projects	\$1.75M	-	WSDOT Innovative Partnerships
Operating Budget				
5	EV Infrastructure Grants (local/tribal govt., utilities)	\$69M	\$138M for 2023-25	Commerce (with EV Council*)
6	Commerce Incentive Prgm. for Passenger Vehicles	\$25M	\$50M for 2023-25	Commerce (with EV Council*)
7	Retail Sales/Use Tax Exemption for Alt. Fuel Vehicles	N/A	Ends after 2023-25	Department of Revenue
8	Retail Sales/Use Tax Exemption for Hydrogen FCEVs	N/A	Ends after 650 new vehicles	Department of Revenue
9	Leasehold Excise Tax Exemption	N/A	Expires June 30, 2025	
Capital Budget				
10	EV Infrastructure Projects	\$6.7M	-	Commerce

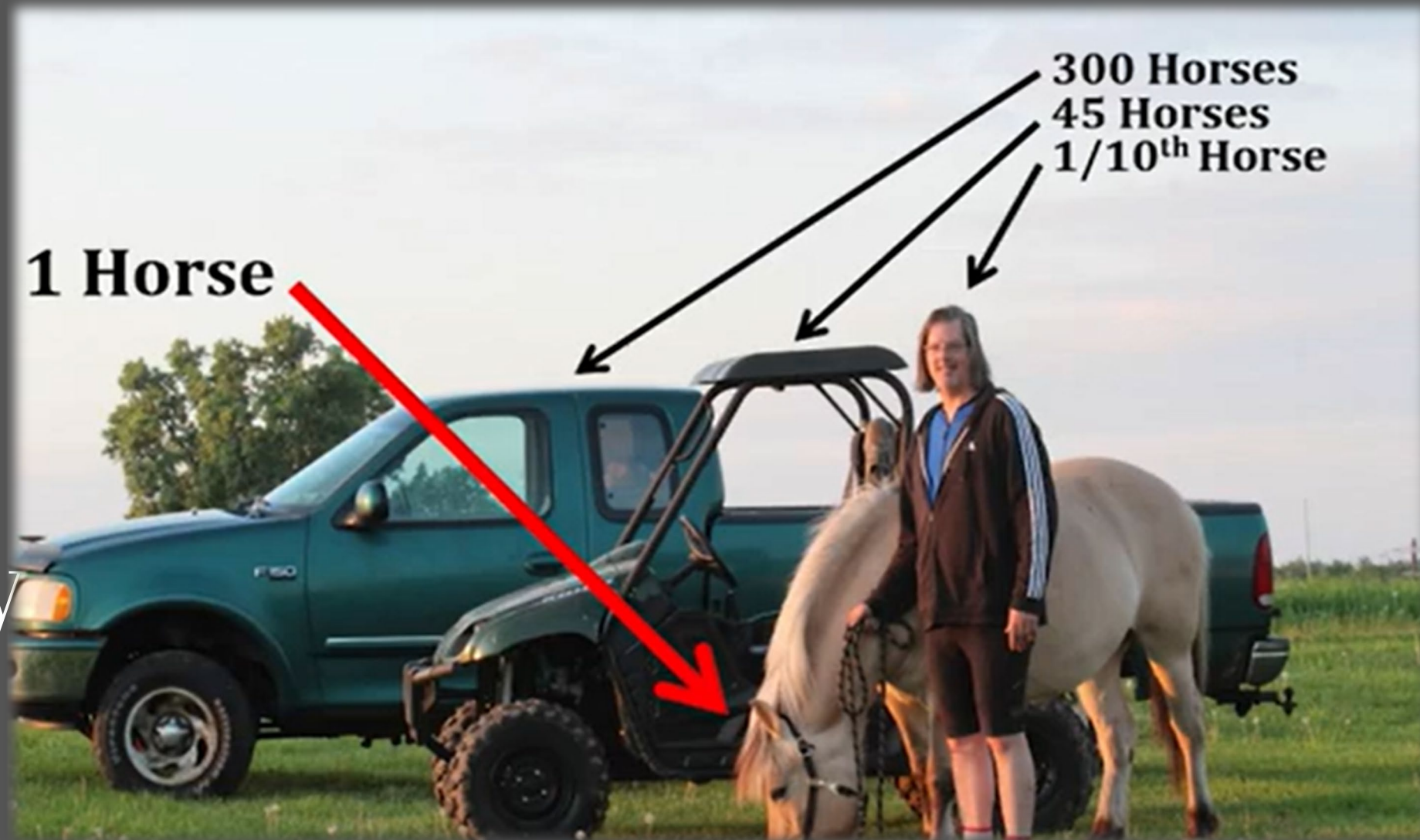
Commercial Vehicles and Infrastructure

Ref ID	State Project/ Incentive	2021-23 Appropriation	Future Funding Planned	State Agency
Transportation Budget				
1	Drayage Truck Emissions Reduction Grant	\$400,000	-	WSDOT Local Programs (administering grant to NWSA)
2	EV Infrastructure Project (also listed above, for DC fast charging and hydrogen fueling station)	\$1.5M	-	WSDOT Innovative Partnerships
Operating Budget				
3	Alternative Fuel B&O and PUT Commercial Vehicle Tax Credit	N/A	Around \$17M remains for program	Department of Revenue
4	Natural Gas Tax Exemption	N/A	Ends June 30, 2028	Department of Revenue

Transit and Marine

Ref ID	State Program/ Incentive	2021-23 Appropriation	Future Funding Planned	State Agency
Transportation Budget				
1	Green Transportation Capital Grant Program	\$28.0M	\$295.3M over 15 years and \$12.0M for 2023-25	WSDOT Public Transportation
2	Alternative Fuel Vehicle Technical Assistance	\$555,000	\$555,000 for 2023-25	WSU Energy Program
Operating Budget				
3	EV Batteries, Fuel Cells, Infrastructure, and Zero-Emission Bus Retail Sales and Use Tax Exemption	N/A	Expires June 30, 2025	Department of Revenue
Transportation Budget				
1	Hybrid-Electric Ferries	-	\$837M over next 15 years	Washington State Ferries
2	Ferry Electrification (for vessel conversions and terminals)	-	\$193M over next 15 years	Washington State Ferries
3	Ferry Electrification Project (Guemes Ferry Boat Replacement)	-	Up to \$14M	Washington State Ferries
Operating Budget				
4	Electric Vessel, Marine Battery, and Infrastructure Tax Exemption	N/A	Expires June 30, 2030	Department of Revenue

Energy



<https://natehagens.com/>

Key Strategic Documents



Update now available
The 2023 Biennial Energy Report

Table of Contents

Executive summary.....

Build an equitable, inclusive, and resilient clean energy economy .

Emergency management and cybersecurity

Transforming Washington's electricity supply

Decarbonize transportation and use energy more efficiently.....

Buildings and natural gas.....

Industry and renewable fuels

Appendix A: Combined Progress Assessment

<https://www.commerce.wa.gov/growing-the-economy/energy/2021-state-energy-strategy/>

Key State Laws

- **Energy Independence Act 2006 (EIA/I-937)**
 - Electric utilities serving at least 25,000 retail customers must use renewable energy and conservation. (18 utilities providing 80% of the electricity sold to Washington retail customers).
- **Clean Energy Transportation Act 2019 (CETA)**
 - After 2025, no coal in resource mix
 - By 2030, greenhouse neutral electricity supply
 - By 2045, 100% renewable or non-emitting sources
- **Healthy Environment for All Act (HEAL)**
- **Climate Commitment Act (Cap and Trade)**
- **Growth Management Act**
- **Executive Order 21-04 (ZEV state fleet)**
 - 40% of the state fleet electric by 2025
 - 75% by 2030
 - 100% compliance by 2040
- In 2021, the **Healthy Environment for All (HEAL) Act (SB 5141)** became the first law in Washington designed to create a coordinated state agency approach to environmental justice. As one of seven agencies covered by the act, Commerce must:
 - Adopt a community engagement plan
 - Incorporate environmental justice (EJ) into our strategic plan
 - Prioritize EJ in budget and funding decisions
 - Conduct EJ assessments on our programs and policies
 - **Definitions**
<https://app.leg.wa.gov/RCW/default.aspx?cite=70A.02.010>
 - <https://doh.wa.gov/data-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>
 - **Health Information by location**
<https://fortress.wa.gov/doh/wtnibl/WTNIBL/>

Transportation Electrification Target

NEW SECTION. Sec. 415. (1) A target is established for the state that **all publicly owned and privately owned passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington state be electric vehicles.** (2) On or before December 31, 2023, the interagency electric vehicle coordinating council created in section 428 of this act shall complete a scoping plan for achieving the 2030 target.

SB 5974 effective July 1, 2022/

Transportation Electrification Strategy

What Does this Process Look Like?

Public input and feedback will be requested throughout strategy development. Early in 2023 we will be gathering community input and feedback to identify and confirm which broad actions and goals should be prioritized in the TES. This summer, we will examine these priorities to identify what's missing and address those gaps. Starting in the fall, we will begin rollout of the strategy in partnership with local jurisdictions and agencies across the state.

Public involvement opportunities will be designed and promoted to include a broad range of Washingtonians. Some events will be tailored to specific geographies, community sectors, and demographics to make sure that under-represented viewpoints are considered and addressed.



How Can I Get Involved?

This web page will compile information, resources, and opportunities for online and in-person public involvement, including workshops and webinars, community drop-in events, surveys, and focus groups.

The [EV Council website](#) has information about upcoming meetings of both the Council itself and its Advisory Committee. There you can also find recordings, slide presentations, and other materials from past meetings.

The Department of Commerce and the EV Council have contracted with Strategic Research Associates to conduct a [statewide study](#). The study will inform an education plan that will complement the TES. It is critical that the TES supports the needs of Washington's diverse communities. We encourage everyone to take the study and help shape the future of transportation in Washington! It takes about 15 minutes, and closes on April 28.

[Subscribe to the EV Council listserv](#) to get connected and identify ways that transportation electrification can make your community better by improving access and safety for cyclists and pedestrians, protecting air and water quality, minimizing traffic noise and fumes, and reducing the overall cost of transportation for everyone.

Note: In-language and other accessible participation options may be available for some events. Please contact the TES engagement team at EVCouncilFeedback@CascadiaConsulting.com to learn more.

<https://www.commerce.wa.gov/growing-the-economy/energy/clean-transportation/ev-coordinating-council/transportation-electrification-strategy/>

Grants



Grants



***NEW* \$1 Billion of Inflation Reduction Act funds available under the Rural Energy for America Program (REAP)**

<https://www.rd.usda.gov/programs-services/energy-programs/rural-energy-america-program-renewable-energy-systems-energy-efficiency-improvement-guaranteed-loans>
<https://www.energy.wsu.edu/GreenTransportationProgram/FundingOpportunities.aspx>



New Community Energy Efficiency Program Projects
Community Solar Program
Least-Conflict Solar Siting
Green Transportation Program
Energy Code
Home Energy Raters
Energy Questions?

Home
About Us
Information Centers
Publications and Tools
Newsbriefs
Events & Trainings
I'm Looking For...?

Renewable Energy
Building Efficiency
Clean Fuels & Alt Energy
Public Facilities Support

Green Transportation Program

Funding Opportunities

[Current Opportunities](#)

[Recent Opportunities](#)

[Funding Results from Previous Opportunities](#)

Current Opportunities

Electrification of Transportation Systems Grants Round 2

Commerce is accepting grant applications for the Clean Energy Fund (CEF) – Electrification of Transportation Systems (ETS) Round 2 Grants program, which provides funding for local governments and federally recognized Tribal governments to procure, install, and integrate EV supply infrastructure and/or hydrogen refueling station infrastructure in rural communities.

Funding covers innovative projects that:

- Fill EVSE/hydrogen deployment gaps in rural communities with new infrastructure
- Upgrade existing infrastructure to better serve end-users and uses in rural communities and facilitate long distance travel, or
- Construct additional EVSE or hydrogen fueling stations where needed in rural communities to increase system resiliency and better support end-users and uses.

Electrification of Transportation Systems Program

Electrification of Transportation Systems (ETS) Grants Round 2 – Now Accepting Applications

January 25, 2023

Commerce is accepting grant applications for the Clean Energy Fund (CEF) – Electrification of Transportation Systems (ETS) Round 2 Grants program. This grant fund is for the continued transformation of the electric transportation market in Washington State. The Clean Energy Fund 5 Electrification of Transportation Systems Program (ETS) provides grants to Washington local governments and Tribal Governments for electric vehicle charging infrastructure. **Phase One applications are due on March 6, 2023.**

CEF 5 ETS Round 2 grants provide funding for local governments and federally recognized Tribal governments for the procurement, installation, and integration of electric vehicle supply infrastructure and/or hydrogen refueling station infrastructure in rural communities. Funding covers innovative projects that:

- Fills EVSE/hydrogen deployment gaps in rural communities with new infrastructure
- Upgrades existing infrastructure to better serve end-users and uses in rural communities and facilitate long distance travel, or
- Constructs additional EVSE or hydrogen fueling stations where needed in Rural Communities to increase system resiliency and better support end-users and uses.

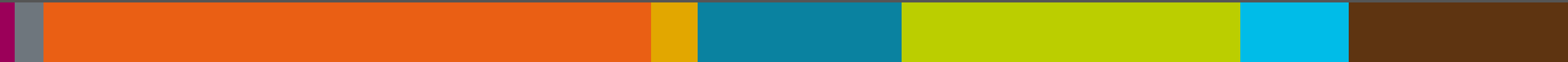
<https://www.commerce.wa.gov/growing-the-economy/energy/clean-energy-fund/electrification-of-transportation//>

Grid Modernization Open to May 4

- **Eligible Applicants**
- The Grid Modernization program has supported electrical utilities across the state in the challenges of integrating renewable energy technologies and building a more sustainable and resilient grid. Now in its fifth iteration, this program has expanded eligibility to include:
 - Federally recognized Tribal governments
 - Community organizations
 - Local governments
 - Public and private electrical utilities
- **Update: Phase One Applications now Due at 12:00PM Pacific Time on Thursday May 4, 2023. A new schedule of procurement activities can be found in the RFA.**

<https://www.commerce.wa.gov/clean-energy/grid-modernization/clean-energy-fund-5-cef5-grid-modernization-now-accepting-applications/>

Legislation



2023 Legislative Session – Topics

- Resilience
- Planning
- Housing
- Environment
- Equity
- Grid Management/Siting

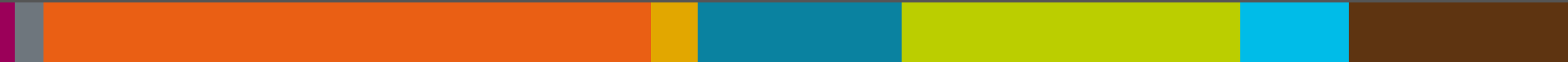
<https://apps.leg.wa.gov/billinfo/>

2023 Legislative Session – Bills/Laws

- 1048 Freight Mobility
- 1176 Climate Ready Communities
- 1175 Petroleum Storage Tanks
- 1181 Climate Planning
- 1236 Public Transport Fuel
- 1257 Port Cooperation
- 1258 Tourism
- 1736 Odometer Readings
- 1783 Grant Writers
- 1791 Commercial Aviation
- 1838 Revenue Forecasting
- 1846 Ferry Procurement
- 5144 Battery Management
- 5447 Clean Jet Fuel
- 5765 I-5 Bridge Tolling
- 3 Budget Bills

<https://apps.leg.wa.gov/billinfo/>

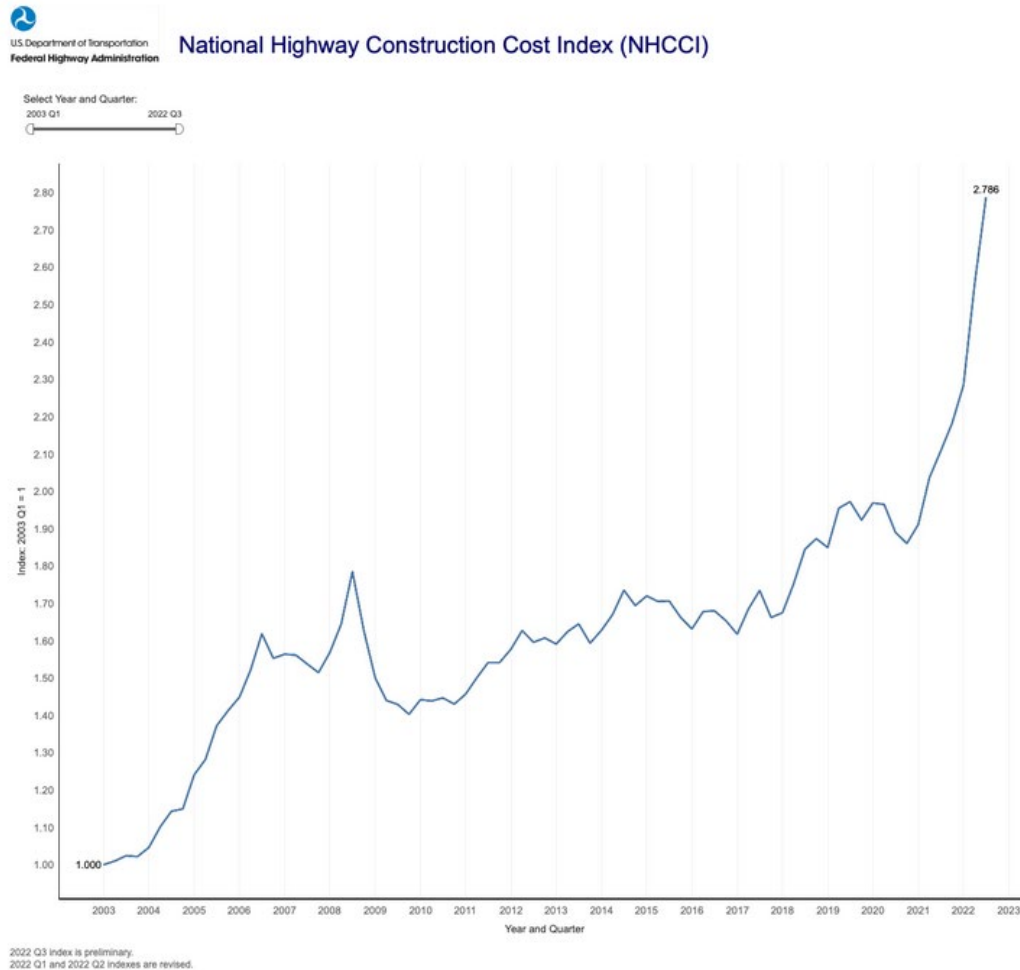
Constraints



Constraints

- Market Forces – Vehicles
 - Market Forces – EVSE
 - Supply Chain
 - Workforce
 - Capacity
 - Inflation
 - Fleet Transition
- Case Study: School Bus Electrification
 - First round (October 2022) winners of EPA's Clean School Bus Program rebates have been given two extra weeks -- until April 28, 2023 -- to place their orders for their new buses.
 - The EPA has promised to announce this spring its new Clean School Bus Program (CSBP) funding round. It will be a grant application; deadlines are typically 90 days after the announcement is made.

Inflation



Highway construction costs have increased 50 percent since December 2020 (FHWA)

Causes:

- Price of asphalt (derived from crude oil)
- Grading and excavation (diesel fuel)
- Bridges (steel)

<https://www.enotrans.org/article/highway-construction-costs-have-risen-50-in-two-years/>



The Future



Request for information: EV charging infrastructure projects planning to seek federal funding

Washington State Department of Commerce sent this bulletin at 04/18/2023 01:16 PM PDT

Request for Information:

Community EV charging infrastructure projects planning to apply for federal funding

Commerce is requesting information from eligible entities in Washington state that are planning to apply for the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure Discretionary Grant Program (CFI Grant Program) under the **Community Application**.

For further details on the program, please review the federal [Notice of Funding Opportunity](#).

What we are asking and why

This information request from Commerce is seeking high level details about proposed community EV charging and fueling infrastructure projects, including location, emissions impacts and benefits to highly impacted communities.

We are requesting this information to make fair and informed decisions about how to demonstrate state support for applications for **community projects**.

DEADLINE: FRIDAY, APRIL 28

For projects to be considered for state support, all information must be submitted to Commerce by April 28, 2023. **We encourage you to complete the RFI as soon as possible** due to the short federal application deadline. We will review and consider RFI submissions on a rolling, first-come basis.

We expect to respond to all submissions for support for community projects no later than May 12.

Note: Commerce is NOT deciding on **corridor projects** - those within one mile of interstate or federal highways. Projects planning to apply for the corridor portion of the federal grant program should see the [NOFO](#) for details and contact the Washington State Department of Transportation at partnerships@wsdot.wa.gov.

[SUBMIT COMMUNITY PROJECT](#) (Smartsheet)

QUESTIONS?

Please email [Sarah Vorpahl](#)

<https://content.govdelivery.com/accounts/WADOC/bulletins/355a564>

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=346798>

Upcoming

- Cap and Trade market development
- Transportation Electrification Strategy
- Transportation Decarbonization (WSDOT)
- Economic Sector Buildout
- Address needs of low-income and vulnerable
- Federal and State grants
- Implementation of new legislation
- Preparation for next session

Thank You

Steven.Polunsky@commerce.wa.gov

