



TAEBC Presentation / Weds., August 12

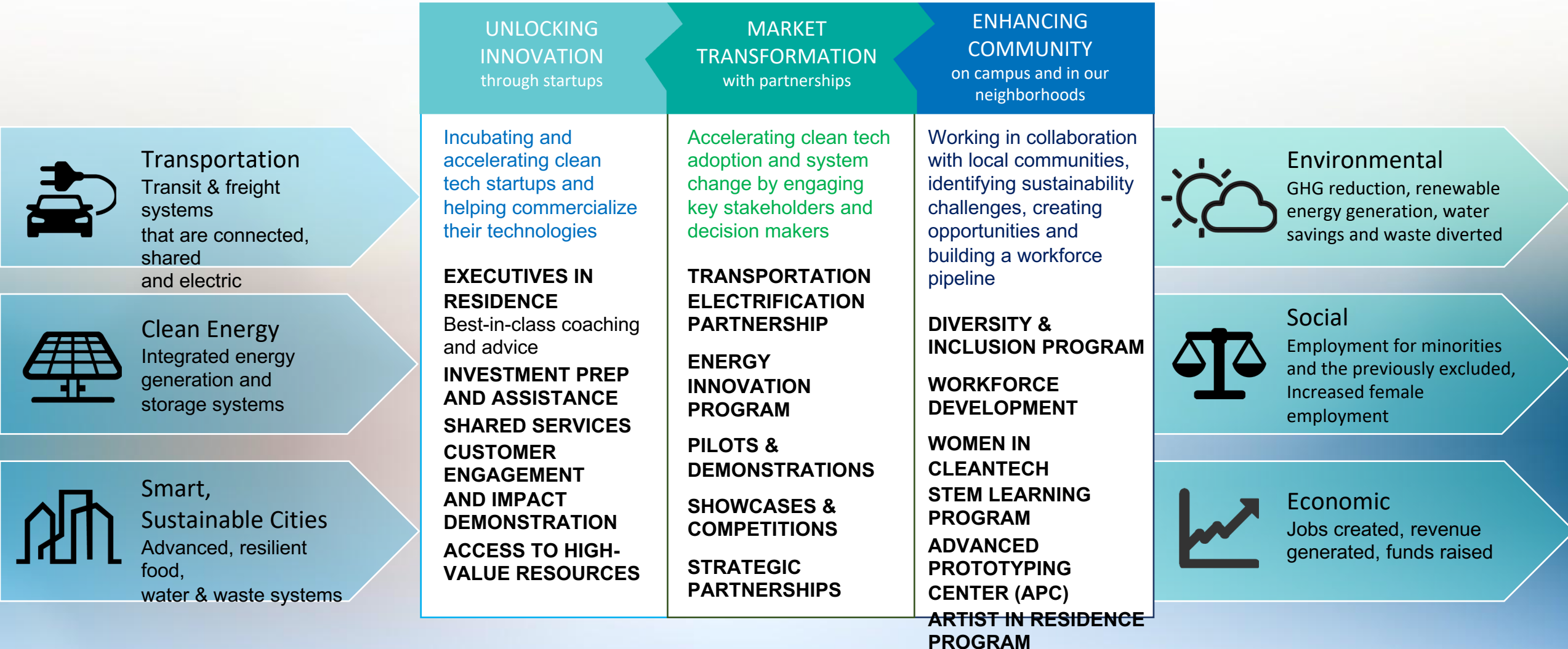


We are building an inclusive green economy

PRIORITIES

STRATEGIES

IMPACT





Our impact

We are reducing Greenhouse Gas emissions, improving air quality, creating jobs and building a green economy. We're also helping our startup companies make economic, social and environmental impact.



236

startups
served



\$508M

in funding



\$272M

in revenue



2100

jobs created



\$470M

in long term
economic impact



LACI has been recognized as a top 10 business incubator worldwide by UBI for 6 years.

TRANSPORTATION ELECTRIFICATION PARTNERSHIP



The **Transportation Electrification Partnership** is an unprecedented multi-year partnership among local, regional, and state stakeholders to accelerate transportation electrification and zero emissions goods movement in the Greater Los Angeles region (LA) in advance of the 2028 Olympic and Paralympic Games.

LEADERSHIP GROUP



ADVISORY GROUP FOUNDING PARTNERS



ADVISORY GROUP ASSOCIATE PARTNERS



ADVISORY GROUP SUPPORTING PARTNERS





The Transportation Electrification Partnership submitted a \$150 billion proposal to Congress

“Keeping America Working, Protecting Public Health, & Strengthening our Communities”

The proposal outlines a set of strategies and investments for Congress to consider for federal economic and infrastructure stimulus. The recommended actions include:

- Zero Emissions Vehicle Manufacturing, Assembly and Adoption - \$25 billion
- Zero Emissions Infrastructure Investment - \$85 billion
- Zero Emissions Public and Active Transit - \$25 billion
- Workforce Development and Job Training - \$12.5 billion
- Innovation Ecosystem, Cleantech Startups and Related Small Businesses - \$2.5 billion

HR&A estimates that this plan will create 2.3M jobs nationwide, with 370,000 in California





We are proposing \$25 billion for zero emissions vehicle manufacturing, assembly and adoption

- A. Extending the light duty EV tax credit, authorizing a new tax credit for EVs and equipment of all types and sizes, and creating a scrap and replace program.
- B. Point of sale rebates
- C. Grants and loans for US assembly and manufacturing
 - Utilizing and expanding the Advanced Technology Vehicles Manufacturing Loan Program (ATVM)
- D. Purchasing collaboratives

California's **Clean Cars 4 All** program is one successful example of providing significant rebates for low-moderate income individuals to replace old polluting cars with new or used advanced technology vehicles.



We are proposing \$85 billion for zero emissions infrastructure

- A. Medium- and heavy-duty charging (\$15bn)
- B. Light-duty charging (\$10bn)
- C. Transit and school bus charging/vehicles (\$11bn)
- D. Local and state government fleets (\$5bn)
- E. 21st Century distribution grid (\$40bn)
 - Utility upgrades (\$20bn)
 - Distributed energy resources (\$10bn)
 - Multifamily and commercial charging, solar & storage (\$10bn)
- F. Low-income customer assistance (\$4bn)
- G. Unlocking Private Capital by Optimizing Existing Economic Tools including Opportunity Zones.

LACI-commissioned research by Gladstein, Neandross and Associates that estimates that installing the needed charging infrastructure, labor costs, and utility upgrades **to electrify the I-710 freeway corridor alone will total between \$2.5 to \$3 billion.**



We are proposing \$25 billion for zero emissions public and active transit

- A. Support for zero emissions public transit
- B. Support for Safe and Complete Streets
- C. Support for construction and maintenance of active transportation infrastructure
- D. Support for tree planting and maintenance.



We are proposing \$12.5 billion for workforce training and development

- A. Workforce Development for under/unemployed, veterans, formerly incarcerated, and upskilling or retraining for those currently employed in the fossil fuel industry (\$5bn)
- B. Workforce training and deployment for paid internships or apprenticeships (\$1bn)
- C. Community college/university certification programs for under/unemployed (\$5.5bn)
- D. Priorities for small businesses and cleantech startups, including firms owned or led by women and people of color (in addition to standard MBE/WBE prioritization) and for state-approved joint labor-management apprenticeship programs.



We are proposing \$2.5 billion for the Innovation Ecosystem, Cleantech Startups and Related Small Businesses

- A. Emergency loans and grants for cleantech startups and small businesses delivering solar, storage, EV, and related solutions that reduce energy use, emissions, etc. (\$500 million)
- B. Targeted funding for startups and small businesses founded by women and underrepresented people of color (\$500 million)
- C. Funding for nonprofit cleantech and innovation incubators (\$500 million)
- D. Early stage research & development of cleantech and zero emission mobility innovations (\$1 billion)
- E. Shovel ready pilots (innovations and technologies for EV charging innovations, zero emissions mobility, storage, waste, etc.) (\$1 billion)
- F. Green job training and paid internships with startups and partner organizations (\$500 million of the above job training)



Cleantech leaders in 15 states and D.C. have signed on in support of the \$150 billion proposal

More than 50 cleantech companies and organizations in cities across the country have united behind this proposal.

El Segundo, CA
Foster City, CA
Los Angeles, CA
Mountainview, CA
Novato, CA
Oakland, CA
Ontario, CA
San Francisco, CA
San Jose, CA
San Leandro, CA
Santa Barbara, CA

Anchorage, AK
Arvada, CO
Austin, TX
Berea, OH
Chicago, IL
Detroit, MI
Fall River, MA
Honolulu, HI
Houston, TX
Knoxville, TN
Liberty Lake, WA
Nashville, TN
New Brunswick, NJ

New York, NY
Phoenix, AZ
Portland, OR
Salt Lake City, UT
Seattle, WA
Somerville, MA
Tempe, AZ
Youngstown, OH
Warren, OH
Washington, DC





Current landscape in Washington, D.C.

- Congress and White House currently negotiating COVID 4 – which derives from the House HEROES Act is \$3T and the Senate \$1T HEALS Act
- Negotiations have currently broken down – as of right now, we expect Executive Actions or a small bill and then a larger bill in September – especially in light of the 10.2% unemployment
- We expect one package pre-election and then greater action for economic recovery post-election
- Right now, Dems are holding out to see if they can do more on clean energy post-election, but everything is being discussed now and this will continue through the fall



Current landscape in Washington, D.C. / continued

- As expected, the Transportation Infrastructure bill (HR-2), which includes significant energy provisions, doesn't currently have a path forward
- But now, Senator Murkowski and House Energy staffers are collecting idea and concepts for energy legislation – while this doesn't have a direct path forward, these bills continue to be the foundation for whatever bill moves forward
- Bottom line – a lot of options and actions, but we're unsure of what vehicle will turn all the ZE, battery storage, manufacturing, and commercialization funding into law on the federal level



Contact Information

Mike Swords

VP Government Affairs and International Relations

mike@laci.org

Michelle Kinman

Director of Transportation

michelle@laci.org

www.laci.org

@laincubator