BENICIA

CLEAN MOBILITY & WORKFORCE INITIATIVE



ELECTRIC VEHICLE TRAINING INSTITUTE

Benicia Clean Mobility & Workforce Initiative

A five-year proposal to build a regional high-voltage training institute and reserve career pathways for low-income Solano County residents.

Lead applicant	Electric Vehicle Training Institute (EVT), Benicia, CA
Organizational form	Working toward 501(c)(3) nonprofit status. Solano Community Foundation administers the scholarship program.
Request	**$40,000,000 over five years**
Service area	Solano County · training site in Benicia
Beneficiary class	Low-income Solano residents (≤80% AMI); 300 reserved full-aid seats
Primary outcomes	900 certified EV technicians · 70% placement · 175 infrastructure specialists

Project Abstract

The Benicia Clean Mobility & Workforce Initiative establishes the Electric Vehicle Training Institute and a Clean Mobility Innovation Hub in Benicia to train technicians for electric vehicles, high-voltage battery systems, and charging infrastructure, and to put those seats in reach of low-income Solano County residents. EVT is working toward 501(c)(3) nonprofit status. Solano Community Foundation will administer the scholarship program under IRS scholarship rules.

Solano has about 455,000 people, roughly 45,000 of them below the poverty line, a median rent of $2,163, and a 31-minute mean commute. HUD FY2026 low-income (80% AMI) for a four-person household in this metro is $104,500. The county does not have a dedicated multi-OEM, high-voltage, charging-and-V2G training floor. Existing options are generalist college add-ons or single-brand dealer pipelines. None reserve seats by income.

Over five years EVT will train 900 certified technicians (IMI L4 and/or OEM credentials), place at least 70 percent into clean-economy jobs, run an infrastructure specialization for 175 of those technicians, and hold 300 full-aid packages for residents at or below 50 percent AMI or poverty. A Clean Mobility Innovation Hub will host industry demonstrations so the curriculum stays current. After year four the Institute is designed to operate on tuition and employer contracts.

Five-year targets



Figure. Program and facility overview.

1. Executive Summary

Two facts sit side by side in Solano County. Electric mobility is adding technician demand faster than the region can supply people who are legal to work on high-voltage systems. At the same time, tens of thousands of Solano residents live below poverty or below 80 percent of area median income and cannot take 16 to 24 unpaid training weeks at a median rent above $2,100.

This initiative builds one institution that answers both facts: a purpose-built Electric Vehicle Training Institute in Benicia, with a scholarship policy that reserves seats by income rather than by former employer.

EVT will run two training tracks. The General EV track prepares independent-shop, fleet, and career-change technicians for IMI L4 certification. The OEM track feeds manufacturer-specific pipelines for those who want a dealership path. Both tracks include high-voltage safety, battery diagnostics, and charging-infrastructure practice. A Learning Management System carries theory and compliance modules asynchronously so lab time is reserved for live high-voltage work.

The Clean Mobility Innovation Hub sits in the same facility. Industry partners demonstrate battery, charging, fleet, and vehicle-to-grid technologies; instructors turn those demonstrations into curriculum; students see the equipment they will service.

Leadership is already in place. Paulo Vaz has operated Benicia Motorworks since 2003 and brings three decades of diagnostics and vehicle electronics. Dirk Fuchs, Chief Operations Officer, is a hybrid and EV subject-matter expert and founder of the first IMI-accredited high-voltage training provider in the United States. Dan Constantino, Chief Technology Officer, brings aerospace, avionics, IPC-610 electronics, and

large-scale infrastructure experience, including work at Sandia National Laboratories. The Institute is working toward 501(c)(3) status; Solano Community Foundation will administer scholarships under IRS rules. The shop's legal and accounting stack already exists. What does not exist, and what $40 million buys, is a two-shift Benicia high-voltage campus, five years of instructional staff, 300 full low-income packages, and the hub.

This is not a request to recreate Tesla START or to replace Solano Community College. It is a request to stand up the open, multi-OEM, charging-inclusive institute those programs do not operate, and to hold 300 of 900 seats for residents the market will otherwise skip.

2. Community Need

The community this project serves is low-income Solano County. The lab is in Benicia. The people are countywide.

2.1 County profile

Solano County has about 455,000 residents. Median household income is $100,401 on the ACS 2020-2024 five-year estimate and $94,930 on the 2024 one-year estimate. About 10.1 to 10.2 percent of residents live below the federal poverty line (roughly 45,000 people). Median gross rent is $2,163. Median owner-occupied home value is $617,700. Mean commute is 31 minutes. 20.8 percent of residents are foreign-born; 31.5 percent of people age 5 and older speak a language other than English at home.

Educational attainment is the other half of the access problem. Among Solano adults 25 and older, 88.6 percent have at least a high school diploma and 28.8 percent hold a bachelor's degree or higher (ACS 2020-2024). California's bachelor's-or-higher rate is substantially higher. A high-voltage technician credential is built for people who already work with their hands and do not have a four-year degree, which is most of this county.

The county is not a single demographic. QuickFacts (2024 vintage) puts Hispanic or Latino residents at 31.8 percent, non-Hispanic White at 30.9 percent, Asian at 18.2 percent, and Black at 13.9 percent. That mix is why recruitment cannot run only through a Benicia website. Vallejo, Fairfield, and Suisun are where most low-income and higher-CES tracts sit.

Benicia itself is smaller and, on average, higher-income and more credentialed (about 26,750 residents; median household income $121,204; poverty 7.6 percent; 47.6 percent bachelor's or higher). That citywide average is not the beneficiary population. HUD FY2026 limits for this metro govern the scholarship policy.

HUD FY2026 screen (4-person household)	Annual income
Extremely low income (30% AMI)	**$39,200**
Very low income (50% AMI)	**$65,300**
Low income (80% AMI)	**$104,500**
One-person 80% AMI	**$73,150**

Vallejo, Fairfield, and Suisun City are the recruitment priority inside the county. Benicia hosts the floor.

2.2 Pollution burden: CalEnviroScreen 4.0

OEHHA's CalEnviroScreen 4.0 is California's official map of cumulative pollution burden and population vulnerability. It scores every census tract in the state. CalEPA uses the highest-scoring 25 percent of

tracts, plus a small set of high pollution-burden tracts, as SB 535 disadvantaged communities. This proposal uses that same dataset rather than generic language about industrial pollution.

Solano County has 96 scored tracts. Thirteen of them fall in the statewide top 25 percent (overall CES percentile at or above 75). Thirty-seven score at or above the statewide median. The high scores are not evenly spread. They cluster in Vallejo and parts of Fairfield and Suisun, which is why those cities are the scholarship priority.

Examples from the CES 4.0 results file (OEHHA / CalEPA):

Solano tract (CES 4.0)	Overall CES %ile	Pollution burden	Diesel PM	Asthma	Poverty
2507.01 (Vallejo)	**98th**	92nd	86th	99th	61st
2509 (Vallejo)	**94th**	71st	75th	99th	97th
2518.02 (Vallejo)	**91st**	64th	85th	99th	85th
2524.02 (Fairfield / Suisun area)	**84th**	70th	37th	95th	64th

Asthma is the health indicator that jumps off the file. Several Vallejo tracts sit at the 99th to 100th percentile statewide for asthma. That is the public-health case for putting EV and charging technicians into the same corridor that still breathes diesel and industrial air. Transportation remains California's largest greenhouse-gas source and a major source of local NOx and particulate matter. Electric vehicles only cut that burden if someone can keep the cars and the chargers in service.

Benicia, where the lab will sit, is not a top-quartile CES city on average. The Institute is sited there because the operating shop and the instructors are there. Recruitment and scholarships are aimed at the high-CES, high-poverty tracts in Vallejo, Fairfield, and Suisun. Source: OEHHA, CalEnviroScreen 4.0 results (census-tract file) and CalEPA SB 535 disadvantaged-community designation.

2.3 The workforce gap

Transportation remains California's largest greenhouse-gas source and a major source of local NOx and particulate matter. Electric-vehicle adoption only cuts that burden if someone can legally service the vehicles and the chargers. Employers already report trouble finding high-voltage technicians. That shortage raises service wait times and slows charging-network buildout.

High-voltage work is a safety-critical trade, not a software module. NIST Technical Note 2365 (Gilbert et al., March 2026) finds that plug-in vehicle fires remain a small share of U.S. vehicle fires, but the count is rising at about 45 percent per year as the fleet grows. The same review notes that incidents occur in operation, while parked, during charging, and after a crash, and that lithium-ion fires are unusually hard to extinguish. Official reporting is incomplete: NFIRS still does not cleanly flag lithium-ion events. That is the federal case for a purpose-built high-voltage floor. Independent shops and charging operators cannot treat isolation, battery diagnostics, and Level 2 / DC fast-charge work as optional add-ons to a gasoline curriculum.

The shortage is not limited to high-voltage work. The U.S. Bureau of Labor Statistics projects about 66,200 openings a year for automotive service technicians through 2035 (825,800 employed in 2025; 5 percent growth). Nearly all of those openings replace people who leave the trade. TechForce Foundation's 2026 Supply, Demand and Opportunity Report puts annual automotive demand at 70,865 openings against a projected supply of about 50,000, leaving a gap of roughly 20,800 technicians a year (29 percent unmet). California produces the largest share of automotive completions in the country, yet regional ZEV workforce studies still identify automotive service technicians and EV charging technicians as among the hardest

roles to fill. Independent shops, dealers, fleets, and charging operators are competing for the same thin pipeline.

What exists nearby does not close the gap for low-income Solano residents:

- De Anza, City College of San Francisco, and MetroED offer hybrid/EV coursework as an add-on to general automotive programs. They are not a dedicated high-voltage academy and they do not operate a charging-infrastructure plus V2G floor in Solano.
- Tesla START and Ford FACT are valuable and captive. They feed one brand's dealer network. They do not serve independent shops, municipal fleets, or public charging operators, and they are not an income-reserved county pathway.
- Solano Community College can articulate credit and feed a youth pipeline. It does not currently run IMI L4 plus DC-fast-charge installation at the scale this proposal funds.

Industrial change in Benicia is context, not the beneficiary class. Refining has stopped at the former Valero site and the city has lost a major taxpayer. That makes a local clean-mobility institute more useful. It does not reserve seats for a single employer's roster. Seats are reserved by income.

2.4 What the scholarship has to solve

A low-income Solano resident cannot take 16 to 24 unpaid training weeks at $2,163 median rent and a 31-minute commute. Tools, PPE, and IMI exam fees add another cash wall. The $8.0 million training-and-scholarship line exists to take that wall down for 300 people and to cut it for others at or below 80 percent AMI.

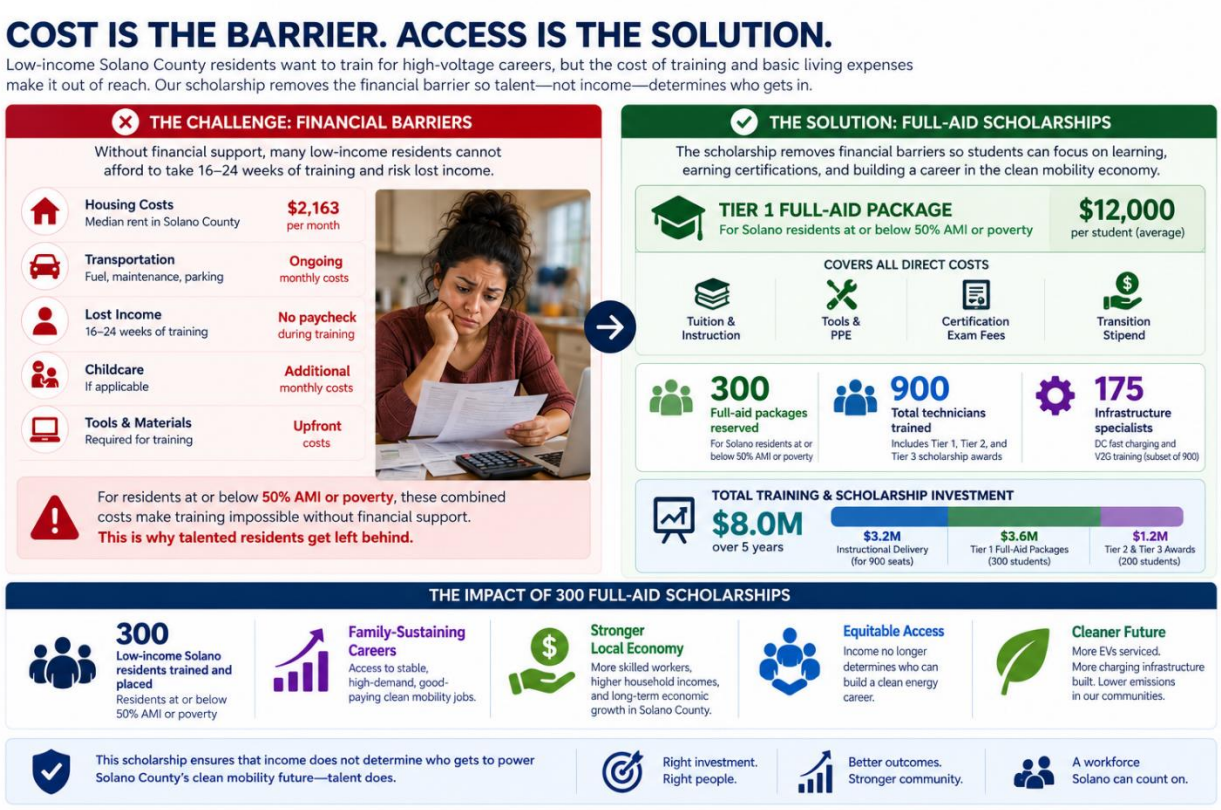


Figure. Who this project serves. Sources: ACS / QuickFacts; HUD FY2026; OEHHA CalEnviroScreen 4.0.

3. What This Project Is Designed to Do

3.1 Cut a real barrier to cleaner transportation

More electric vehicles only improve air quality if they stay in service and if chargers stay online. Training technicians who can diagnose high-voltage systems and maintain Level 2 and DC fast-charge equipment is a direct operations intervention, not an adjacent education program. Graduates serve independent shops, fleets, and charging operators across Solano and the North Bay, the market OEM pipelines leave open.

3.2 Move low-income residents into high-road technical work

High-road here means full-time work with a living wage and health coverage in a growing occupation. EVT will report starting wage, benefits, and ZIP of origin so a funder can see whether low-income Solano residents actually landed the jobs. The 300 reserved seats are the equity instrument. The 70 percent placement target is the quality instrument.

3.3 Align with regional industrial policy

California Jobs First regional planning for the Bay Area names transportation electrification and high-road job quality as priorities. This Institute is built to sit in that stack: a tradable clean-mobility skill, a local training floor, and an income screen.

4. Regional Impact

Benicia is the site because the operating shop, the instructors-in-waiting, and industrial land are there. The labor market is Solano and the Carquinez corridor. Graduates will work in Vallejo, Fairfield, Vacaville, and across the bridge into Contra Costa fleets and shops.

A specialized talent pool makes the county more useful to charging-network operators, school and municipal fleets converting to electric buses, and independent shops that currently turn EV work away. That is economic diversification: fewer households depending on a single industrial taxpayer, more households holding a credential the clean-transportation market is short of.

The model is portable. Any California region with an independent shop that already holds customer trust, a WDB that can verify income, and no dedicated high-voltage floor can copy the stack. That is the learning value for other Jobs First regions, not a claim that Benicia is the only city that matters.

4.1 Competitive position

EVT will not compete with Solano Community College or with OEM pipelines. It complements them. College graduates can articulate into advanced HV work. EVT graduates who want a Tesla or Ford dealer job will be ready for START or FACT. The majority will be trained for the larger independent, fleet, and infrastructure market, which is the market that actually serves low-income residents' own communities.

5. Program Overview

Three goals govern the five years:

- Build a skilled high-voltage workforce that can support EV adoption and charging networks in Solano and the North Bay.

- Hold a defined share of that workforce for low-income Solano residents, with scholarships that make completion possible.
- Keep curriculum current through an on-site Innovation Hub rather than a static syllabus.

5.1 Four components

Component 1: The Institute

Two tracks. General EV: IMI L4 preparation for independent shops, fleets, and career changers. OEM: manufacturer-specific preparation for dealer and fleet partners. A Learning Management System carries theory, safety, and assessments asynchronously. In-person time is reserved for high-voltage, battery, and charging labs. Dashboards track completion, IMI/OSHA compliance, and income-tier enrollment for grant reporting.

Component 2: Low-income career pathway

WIOA and community-based referrals, income verification against HUD AMI, reserved cohort seats, tools and exam coverage, and placement staff who stay with a participant through 180 days after completion.

Component 3: Education pipeline

Formal articulation target with Solano Community College by Year 2. High-school pre-pathway for Solano juniors and seniors: dual enrollment, internships, job shadows. Youth activity is a pipeline, not the Institute's identity.

Component 4: Infrastructure training and public education

Level 2 and DC fast-charge installation and grid-integration modules inside the technician pathway. Public workshops and career days for 2,000 residents on why EV service capacity matters for air quality and household cost.

6. Clean Mobility Innovation Hub

The Hub is a demonstration and curriculum room, not a second school. Industry partners bring battery systems, charging hardware, fleet-management software, and vehicle-to-grid equipment. Instructors write modules from live kit. Students practice on the same generation of hardware they will see at work.

Five-year targets: 24 industry partners and 48 demonstration projects. Focus areas include V2G and fleet electrification: the two applications most likely to need infrastructure specialists rather than dealer lube techs. Partner fees and sponsored equipment are part of the Year 4 self-sufficiency plan.

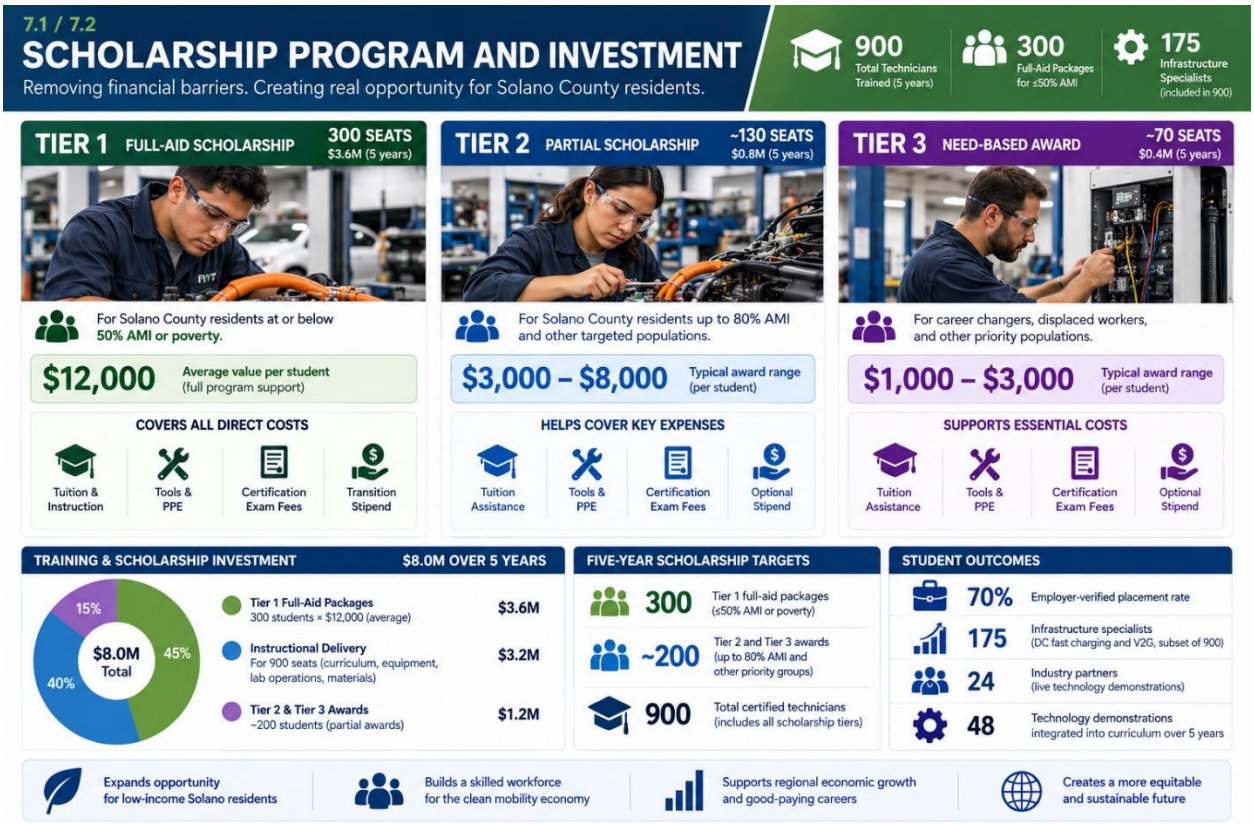
7. Scholarship & Financial Access Policy

Scholarships convert the curriculum into seats low-income Solano residents can finish. The $8.0 million Training Programs & Scholarships line covers delivery for all 900 technicians and need-based aid for priority residents. Employed dealership technicians who want OEM upskilling pay tuition or come on an employer contract. They do not draw from the need-based pool.

Solano Community Foundation (SCF) will administer the scholarship program. SCF already manages scholarship funds under IRS rules for Solano nonprofits and public charities. EVT will set the eligibility criteria (Solano residency, HUD AMI bands, and the three tiers in this section). SCF will receive applications, confirm income documentation, make awards, disburse funds against enrollment and

completion milestones, and keep the records a funder and the IRS expect. This separates selection and disbursement from the training operation and gives the scholarship component a partner with existing compliance capacity while EVT completes its own 501(c)(3) formation.

7.1 Three tiers



7.2 How $8.0 million is split

Use	Amount	Buys
Instructional delivery for 900 seats	**$3.20 million**	Curriculum, consumables, LMS seats, exam vouchers.
Tier 1 packages: 300 residents	**$3.60 million**	Average $12,000: tuition, tools, exams, stipend.
Tier 2 and Tier 3 awards	**$1.20 million**	~200 additional full or partial awards.
Total	**$8.00 million**	**Matches the project budget.**

7.3 Guardrails

1. Tier 1 and Tier 2 seats are reserved until 30 days before start, then open to Tier 3.
2. Need-based funds are not used for employed dealer technicians on OEM upskilling.
3. Awards pay the Institute against enrollment and completion milestones. The Tier 1 stipend pays in two increments: mid-program and completion.
4. Quarterly reports show ZIP, tier, income as a percent of AMI, credential, and placement wage. If the low-income pace falls behind 300 over five years, the next cohort reserve increases before marketing spend.
5. The Community Advisory Committee reviews criteria annually. Weakening the 80% AMI priority requires a written note in the project file.



Figure. Community benefits and environmental justice outcomes.

8. Community Benefits & Engagement

Equitable access is a design rule, not a closing paragraph. Recruitment runs through the Solano Workforce Development Board, community-based organizations in Vallejo and Fairfield, adult schools, and the Community Advisory Committee, not only through a Benicia website.

The Advisory Committee includes low-income residents, labor voices, and education partners. It reviews recruitment geography, scholarship awards by ZIP, and placement wages. Youth career days introduce high-voltage work as a legitimate adult trade, not a children's program. Public workshops cover household EV cost and air-quality basics for 2,000 residents over five years.

9. Partnerships & Governance

Workforce partners: Solano WDB for WIOA eligibility, Rapid Response-style referrals, and co-enrollment where rules allow.

Education partners: Solano Community College for articulation; Benicia and county high schools for the pre-pathway.

Industry partners: EV manufacturers, fleet operators, charging providers. They sit on a Technical Advisory Council that keeps IMI L4 and OEM modules current.

Community partners: neighborhood and legal-aid organizations that already serve ≤80% AMI households in Vallejo and Fairfield.

Organizational form: The Electric Vehicle Training Institute is working toward 501(c)(3) nonprofit status. Benicia Motorworks remains the operating shop that hosts the floor; the Institute is the training and community-benefit entity that funders are supporting. Formation work (articles, bylaws, board, and IRS determination) is part of Year 1 so the Institute can receive and steward public and private awards as a public charity. Until the determination letter is in hand, scholarship funds are administered by Solano Community Foundation under its existing charitable status.

Solano Community Foundation role: SCF will handle the scholarship program. Scholarship awards are governed by IRS rules on eligible recipients, public announcement, and non-discrimination. SCF has the systems and experience to run that function. EVT designs the three-tier policy and the reserved-seat targets. SCF reviews applications, verifies income, issues awards, pays the Institute against enrollment and completion, and reports ZIP, AMI band, and completion status. Need-based funds do not pass through the for-profit shop.

Governance: A founding board will be seated as part of the nonprofit formation and will hold fiduciary responsibility for the Institute. Day to day, the Executive Director, COO, and CTO set strategy, training operations, and lab design. A Program Management team owns enrollment, 70 percent placement, and quarterly data. The Technical Advisory Council owns curriculum fidelity. The Community Advisory Committee owns whether low-income Solano residents are actually in the seats. SCF retains independent control of scholarship selection and disbursement.

10. Organizational Leadership

Paulo Vaz, Founder and Executive Director

Paulo was born in Europe into a family of racing and engineering and learned the trade from the frame up in his father’s motor garage. He immigrated to the United States in 1998 and, in 2003, founded Benicia Motorworks. Over more than 20 years he built the shop into a Solano benchmark for high-performance service and complex European engine diagnostics. The business still runs with dedicated legal counsel and professional accounting. That operating capacity is why the Institute is not a ground-zero startup. The Institute itself is being formed as a 501(c)(3) so training and scholarships sit in a nonprofit, while the shop continues as the host facility.

That floor experience is what revealed the gap this project funds. Traditional craft still matters, and independent shops and fleets now also need technicians who can work safely on high-voltage systems, batteries, and charging equipment. He is moving that shop discipline into the Institute so low-income Solano residents, not only dealer pipelines, can enter the work. Curriculum under his watch follows industry specialist standards used by hiring shops, including IMI high-voltage competencies delivered with COO Dirk Fuchs and ASE L3 Light Duty Hybrid/Electric Vehicle requirements used across the independent sector.

As Founder and Executive Director he owns strategy, site control, public and industry partnerships, and the quality bar graduates must clear before the Institute puts its name on a credential.

Dirk Fuchs, Chief Operations Officer

Dirk is a hybrid and EV subject-matter expert with more than 20 years in automotive technical training. He founded Automotive Certified Training Academy LLC (ACTA), the first IMI-accredited provider in the United States to educate technicians under the IMI International High Voltage Training curriculum, and Electric Mobility Consulting LLC, which advises shops on layout and EV infrastructure. His career began in 2002 as a technical training specialist and instructor for Volkswagen in Germany. He then spent 13 years at ZF

Services, including service as North American Training Manager, and in late 2020 became I-CAR Director of Technical Programs and Services, speaking at industry events and working with associations on national and state legislative issues. He is also a specialist in automotive body repair, which covers the collision-side high-voltage work most general programs skip.

As Chief Operations Officer he owns cohort operations, IMI compliance, instructor onboarding, and the conversion of ACTA's existing high-voltage curriculum onto the Benicia floor. That is the difference between writing IMI L4 in a proposal and actually running an accredited high-voltage classroom.

Dan Constantino, Chief Technology Officer

Dan lives in Benicia. His career runs from large-scale data-center operations through aerospace avionics into precision electronics fabrication. Since 2023 he has been an Engineering Support Technologist at Sandia National Laboratories, designing, fabricating, and testing custom electrical assemblies, wiring harnesses, and IPC-A-610 circuit-board work, and moving fabrication intake onto Power Apps and Power Automate. At Astra (2021-2023) he was a Senior Avionics Engineering Technician: harnesses, firmware, RF troubleshooting, PCBA x-ray and rework, junior mentoring, and the plant ESD program. He previously built prototype aircraft systems at Volansi, co-founded Shepherd Aerial Solutions in the North Bay (Vallejo and Mare Island testing, student and U.S. Forest Service training), and spent two decades directing infrastructure at IAC Publishing, Yahoo, and Ask.com, including deployments of more than 10,000 servers and an 80 percent cut in data-center space and power through virtualization.

Current credentials include IPC-7711/7721, IPC J-STD-001, IPC-A-610, IPC/WHMA-A-620, and FAA Part 107.

As Chief Technology Officer he specifies the $16 million laboratory, test and safety gear, and the digital systems that keep IMI and OSHA evidence in one place. He is the person who can buy and stand up a high-voltage floor without guessing.

The three of them cover the risks that kill training startups: nobody who has run a real shop (Vaz), nobody who has run accredited high-voltage instruction (Fuchs), and nobody who can design a lab that insurers and IMI will accept (Constantino).

11. Implementation Timeline

Year 1: Build

Facility and high-voltage lab. Curriculum and LMS, adapted from COO Dirk Fuchs's existing IMI high-voltage training systems. Partnership MOUs with WDB and Solano College. Advisory committees seated. First high-school awareness events. No large graduating cohort yet; the year is for a floor that can legally train.

Year 2: First cohorts

General EV track opens. First Tier 1 and Tier 2 scholarship cohorts. Target: first 160 credentials in process. Formal SCC articulation signed. Employer partner list at 12 or more.

Year 3: Hub and OEM

Innovation Hub live. OEM-sponsored cohorts begin. Infrastructure specialization running inside the technician pathway. Partner count toward 24.

Year 4: Regional scale and earned income

Training capacity at design load. Tuition and B2B contracts cover a rising share of operations. Grant dependency target: falling sharply toward zero in Year 5. Low-income placement pace checked against the 300 five-year mark.

Year 5: Permanent Institute

Full evaluation. Endowment seed from operating surplus for ongoing low-income tuition aid. Off-grant operating plan locked.

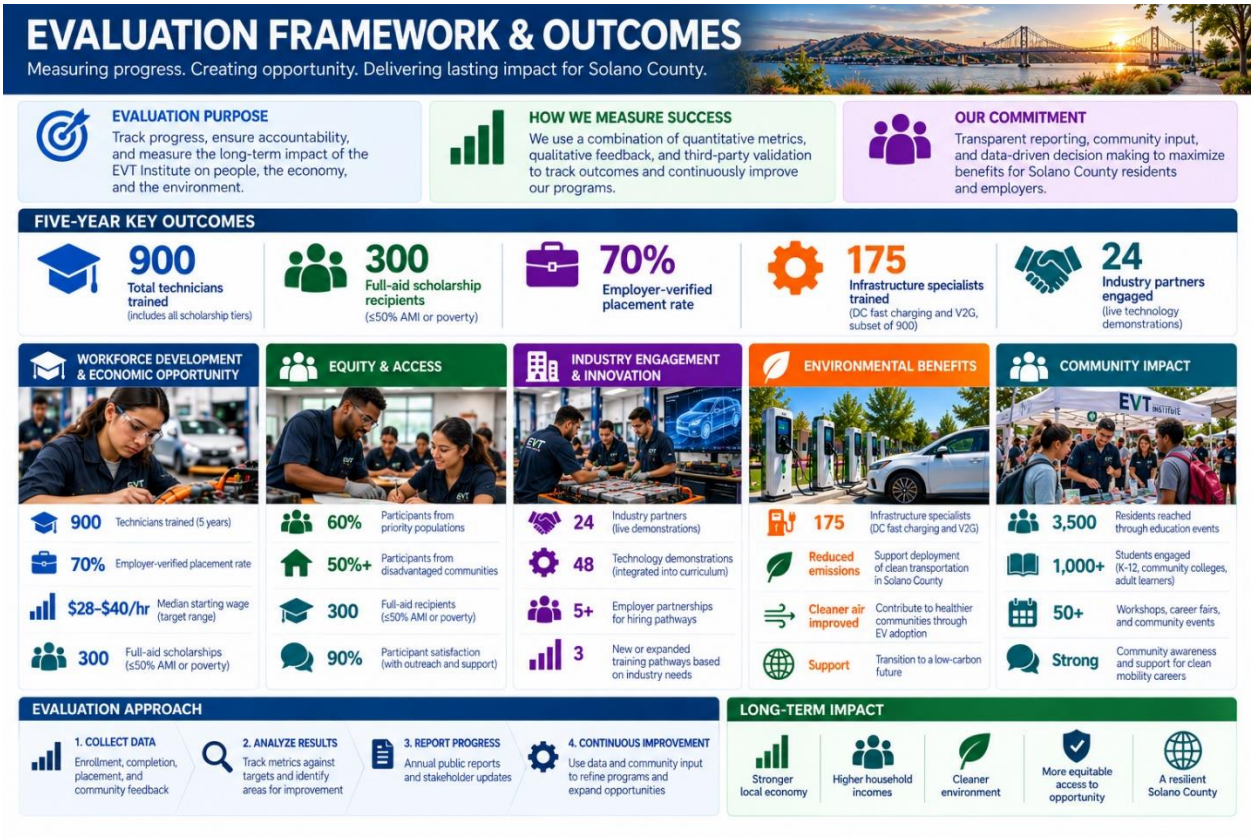


Figure. Five-year outcomes a funder can audit.

12. Evaluation & Measurable Outcomes

Evaluation answers four questions every quarter: Who enrolled, by ZIP and AMI band? Who completed a credential? Who was placed, at what wage and with what benefits? Did the low-income reserve hold?

Outcome	Indicator	5-year target	Budget link
Certified technicians	IMI L4 and OEM credentials	900 trained; 70% placed	$9.6M staffing + $8.0M training
Low-income access	AMI band + ZIP + placement	300 placed from ≤80% AMI, majority Tier 1	$3.6M Tier 1 + $1.2M Tier 2/3
Infrastructure track	L2 / DCFC competency	175 specialists inside the 900	$16.0M lab & equipment
Education pipeline	SCC credits; HS interns	Articulation by Y2; 150 HS interns	$1.6M engagement
Hub	Partners and pilots	24 partners; 48 demos	$3.2M hub
Sustainability	% of costs on earned income	Rising through Y4; off-grant plan in Y5	Tuition + B2B + admin systems

Data sources: enrollment records, AMI worksheets, certification databases, employer-verified placement forms, participant surveys. Dashboards live in the LMS. A mid-course correction is mandatory if the low-income share lags two consecutive quarters.

13. Budget Narrative

The five-year request is $40,000,000. Each line buys a gap that current Solano institutions do not fill.



Figure. $40 million budget allocation.

13.1 Assets versus gaps

Already in place and not paid for twice: Benicia Motorworks (shop, legal, accounting since 2003); EVT technical leadership; Solano WDB WIOA referrals; Solano College automotive pathway; OEM dealer programs that EVT will complement rather than copy.

Not in place: purpose-built high-voltage laboratory; open multi-OEM plus charging plus V2G curriculum with income-reserved seats; Innovation Hub. A one-year pilot can rent space. It cannot build a two-shift campus, carry 300 full packages, staff five years, and leave grant support. Forty million is the cost of that permanent regional stack.

Additionality: if this project is not funded, Solano still has a college pathway, OEM pipelines, and a workforce board. What will not exist is an open high-voltage institute with 300 seats reserved for residents at or below 80 percent AMI.

14. Long-Term Sustainability

Year 1 is grant-funded build: lab, PPE, curriculum licenses, LMS. Years 2 and 3 introduce individual tuition for non-aid seats and B2B contracts with fleets and manufacturers. The LMS lowers ongoing instructor cost by moving theory off the floor. By Year 4 earned income is intended to cover operations. Year 5 locks an off-grant plan. Operating surplus seeds a Tuition Assistance Endowment so low-income Solano seats do not disappear when the original award ends.

Industry Hub partners are asked for equipment loans and sponsored cohorts, a second earned-income line that also keeps the floor current.

15. Conclusion

Solano County needs two things at once: technicians who can keep electric vehicles and chargers in service, and a way for low-income residents to enter that work without a 16-week unpaid gap at $2,163 rent. The Electric Vehicle Training Institute is built for both.

The shop, the accredited high-voltage instructor-operator, the lab designer, and the referral system already exist. The Benicia high-voltage floor, the income-reserved seats, and five years of instructional staff do not. Forty million dollars over five years buys those missing pieces and is designed to leave a permanent Institute that no longer needs the original award.

This proposal is the operating plan for that floor. It is written for public, philanthropic, and industry partners prepared to fund the laboratory, the reserved seats, and five years of instruction.