



The Road to 2035

Forging a path to electrify transportation over 15 years

*June 22, 2021
10:00AM – 11:00 AM*

Notes

Welcome and Objectives

Girish Balachandran, CEO, Silicon Valley Clean Energy (SVCE)

Girish opened by emphasizing the objective of the meeting: to advance state & local collaboration to achieve shared goals. He gave an overview of local electric vehicle (EV) adoption, which is substantial but uneven, and identified the most significant challenges to the more widespread embrace of EVs, including lack of available charging infrastructure at multifamily housing and funding. Among SVCE's lessons learned is that "We need a variety of incentive structures, rate designs and business models to meet a variety of needs." As a community choice agency (CCA), the organization is working on 3 key issues to accelerate adoption: reach codes to mandate infrastructure in new development, efficient and accelerated permitting, and interconnection improvements. Finally, he quoted the estimated cost of EV infrastructure in the region, \$150M by 2025, which will require a variety of funding, incentive, and finance options to meet.

Executive Order N-79-20 – State and Local Collaboration for Success

*Melicia Charles, Director of Regulatory and Legislative Policy, SVCE - moderator
Liane Randolph, Chair, California Air Resources Board (CARB)
Cliff Rechtschaffen, California Public Utilities Commission (CPUC)*

Melicia introduced the speakers and asked each to deliver opening remarks addressing the theme: In your view, what are the most important roles local actors (government, business, etc.) can play to support the state in preparing for 2035?

Chair Randolph led off reminding participants that emissions related to transportation are about 40% of the state's GHG footprint, and are over 50% when fossil fuel processing is included; therefore transportation electrification is critical to CARB's goals of improving public health and air quality. She emphasized the agency's role in setting requirements for light- and heavy-duty vehicles and providing incentives, including those to individuals purchasing new and used vehicles. Building adequate EV infrastructure to support an all-electric future will require coordination across all levels of government, including the Biden administration.

Commissioner Rechtschaffen acknowledged that the Executive Order will be a heavy lift and that it requires cooperation and participation by all. He referenced the recent California Energy Commission report that indicated the state needs 1 million more chargers by 2030 to meet demand. CCAs and local governments are uniquely positioned to understand and identify solutions that work locally. The CPUC regulates utilities and the grid, which includes how utility invest in EV infrastructure as well as rate design. They recently released a transportation electrification framework that guides how those utility investments will occur over the next decade. Another proceeding in demand response will set parameters around vehicle-grid integration.

Next, Melicia posed a question: the CPUC and ARB have been on the forefront of encouraging transportation electrification and that equity is a top priority for both agencies. How are ARB and the CPUC working to ensure that low-income communities have access to the benefits of transportation electrification now and in the future?

Chair Randolph began by reiterating their role in regulation and incentives and expanded on how each can help achieve equity goals. Paths to ownership of EVs, car-sharing, and access to clean transportation are all in the mix. The Governor's budget proposal included historic, and more equitable, investments in EV infrastructure. The Volkswagen settlement has allowed for innovative programming on the ground via their Green City program, starting with Sacramento. The Low Carbon Fuel Standard (LCFS) is another way that CARB influences the market. They are currently holding workshops on the Low Carbon Transportation Program clean transportation equity projects. They are also working with manufacturers on issues surrounding EV lifecycle, such as disclosures on battery life.

Commissioner Rechtschaffen acknowledged the importance of equity and that it has to be achieved thus far, but it is central to the Newsom and Biden administrations' approaches today. He encouraged CCAs and local governments to pilot methods of enhancing programs, rebates, etc. offered by the state with their own matches or other incentives – everyone needs to help. CPUC requires 30-50% of funding to be directed toward disadvantaged or underserved communities (CalEnviroScreen and/or AB 841). Among the areas that need investment are panel upgrades to allow L2 charging. They are also utilizing Veloz to drive more education on EVs.

Both agencies indicated they are planning further engagement and outreach with target communities, including through community-based organizations.

Melicia posed a second question: are there ways that SVCE and local governments can collaborate with the CPUC and ARB to help you meet your goals?

Commissioner Rechtschaffen emphasized the role of local agencies in issuing permits for EV infrastructure, as those are among the soft costs that add to deployment problems. GO-Biz has

noted that permit streamlining is very uneven statewide, including Santa Clara County, where 6 jurisdictions have streamlined, 6 are in the process, and 3 have not: Mountain View, Los Altos, and Los Altos Hills. He also suggested non-monetary incentives such as free parking; highlighted the opportunities to expedite adoptions, such as reach codes; encouraged publicly-owned charging; and recommended topping up programs (extra money to match CalEVIP, etc.) as mentioned above.

Chair Randolph suggested looking for ways to amplify state programs and also using your own buying power to electrify your fleet.

Commissioner Rechtschaffen also reminded the group to stay active in proceedings before the PUC and to look for opportunities to co-brand or otherwise partner with PG&E on transportation electrification, as Sonoma Clean Power has done.

Experiences on the ground

In this segment, Melicia introduced three SVTEC participants to provide short vignettes from their perspective.

City of Mountain View Councilmember and SVCE Chair Margaret Abe-Koga noted that her city has a high percentage of renters who are currently underserved by charging infrastructure and told the story of Sunshine Gardens to emphasize the importance of designing programs for multi-unit dwellings (MUDs) and other underserved markets. Sunshine Gardens, a 60's -era garden apartment complex, has done many things to green their property. Despite participating in SVCE's technical assistance program, they have been turned down twice for state funding programs for EV charging: once for fear it would be underutilized, the second due to oversubscription. She reiterated the importance of bringing MUDs to the table during program design to be sure that they can realistically access funding.

Cesar Diaz, Senior Manager, Public Policy, ChargePoint, began by recapping the company's footprint (64K charging stations, 59M charging sessions, equating to 1.5B electric miles driven) and reinforcing how uneven charging distribution statewide and even in SVCE's service territory: within 5 miles of Mountain View's City Hall, there are 376 public charging stations; within 5 miles of Gilroy's City Hall, there are 13. He emphasized the importance of public investment across a variety of charging business models and agreed with the panelists' prioritization of disadvantaged communities. The company has and will continue to support programs including rideshare and access to used EVs for all.

Dan Smedley, Manager - Parking, EV Charging, Bikes & Fleet, in the Real Estate & Workplace Services division of Google recapped their long history in providing workplace charging and the role it plays in their sustainability efforts, with a published commitment for 10% of all their parking to have Level 2 charging and a desire for an additional 10% to be EV-capable. They are working to optimize their L2 vs. DC Fast Charger mix. The Tesla Model 3 is the most popular car among their employees, and over 30% do not have home charging, so they want to provide

what is needed. In order to meet the need for more power without transformer upgrades, they are relying on software solutions to provide flexible load management today and in the future.

Wrap-up and Call to Action

Girish closed the meeting by noting that the Governor's Executive Order presents us with a big, worthy challenge, and SVCE looks forward to partnering with CARB, CPUC and others to meet it.

Links

CARB programs/initiatives

Drive Clean

<https://driveclean.ca.gov/search-incentives>

Clean Cars 4 All

<https://ww3.arb.ca.gov/msprog/lct/vehiclescrap.htm>

Clean Vehicle Rebate Program (CVRP)

<https://www.arb.ca.gov/msprog/lct/cvrp.htm>

Clean Mobility Options (CMO)

<https://www.cleanmobilityoptions.org/about/>

Sustainable Transportation Equity Project (STEP)

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program-1>

Hybrid & Zero Emission Truck & Bus Voucher Incentive Project (HVIP)

<https://californiahvip.org/>

Low Carbon Fuel Standard (LCFS)

<https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard>

GO-Biz programs/initiatives:

ZEV Permitting Olympics

<https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/permitting-olympics/>

California ZEV Market Development Strategy:

https://static.business.ca.gov/wp-content/uploads/2021/02/ZEV_Strategy_Feb2021.pdf

Strategic Growth Council programs/initiatives:

Transformative Climate Communities

<https://sgc.ca.gov/programs/tcc/vision/>

[CPUC Proceeding re: Rates and Infrastructure for Vehicle Electrification](#)