



Silicon Valley Transportation Electrification Clearinghouse Meeting

March 30, 2022

10:00 AM – 12:00 PM PDT

[via Zoom: view recording](#)

Notes

Welcome & December Meeting Recap

Zoe Elizabeth, Manager of Energy Services, SVCE, welcomed participants and recapped the purpose of SVTEC:

A collaboration of public, private, and nonprofit leaders working to advance transportation electrification in Silicon Valley by overcoming policy, regulatory, financial, and knowledge-based barriers.

Zoe previewed the agenda for this meeting, and then reviewed the December meeting, where we focused on permitting:

- Assemblymember Kevin McCarty spoke about his bill, AB 970, intended to move permit streamlining forward
- Tyson Eckerle & Aram Shamsian of GO-Biz discussed implementation of the bill
- EVGo & Tesla spoke about opportunities and challenges they face at the permit counter
- The group discussed various ways that SVCE could help with streamlining

Bloomberg's Electric Vehicle Outlook/State of the EV Market

Presentation: Corey Cantor, Electric Vehicles Associate, BloombergNEF

Corey explained BloombergNEF, which is a research and analysis arm for the Bloomberg family of companies, which includes media. He then reviewed their 2020 report on California's EV market, identifying how the growth in EV sales would need to ramp up to reach the elimination of ICE vehicles from the market by 2035. He then put the US into the larger global context and identified the policy drivers that were making change happen in Europe, China, and elsewhere. He noted how the Biden administration's rules, the federal infrastructure funding bill, and other possible future policy movements might help drive adoption.

He also reviewed the trends they are tracking for their next electric vehicle outlook, due in June, which is global. One of the key metrics is battery price – as those decrease, EVs will come closer to upfront price parity to ICE vehicles. Their forecasts are somewhat aggressive, but despite supply chain trouble, they anticipate that light vehicle sales are moving to 50 million units annually by 2025 and 68% (over 600 M vehicles) of global sales by 2040. He then touched on the EVCI needed to support the transition, by type, size, and location of chargers. He then briefly touched on policy and corporate trends that will help drive more adoption, including the adoption on net zero emissions targets by governments and ICE phase-out targets as well as automaker plans to invest in EV R&D and capital expenditures.

There were questions about the possible impacts from supply chain and changes between the recent presidential administrations; how CAFE standards and their associated fees might compel change; what sort of data Bloomberg has for their clients; what impact gas prices might have on share of sales (vs. other drivers); whether or not state subsidies are built into the adoption models (vs. federal subsidies); and how important fast-charging network buildout is to adoption.

SVCE Program Offerings

Presentation: Hannah Gustafson, SVCE

Hannah led off with the news that the SVCE Board of Directors recently approved an additional \$17M to double down on decarbonization programs in five key areas:

- Multifamily EV Charging Assistance and Grants/Incentives
- Whole-Building Electrification Grants/Incentives
- Reach Codes 2.0 and Pilot Policy
- Permitting Simplification
- Accessible Financing

To set the table for new programming, Hannah first recapped SVCE's existing EVI programs:

- CALeVIP Funding Block: L2 & DCFC incentives;
- Ecology Action Innovation Onramp Project: Low-powered direct install EV charging;
- EVmatch Innovation Onramp Project: Shared public access & reservation-based charging; and
- FutureFit EV Assist: Technical Assistance for MUDs/SMB EV Charging.

She then reflected on lessons learned thus far & how they will be reflected in the new programs, including:

- Needing a variety of solutions for MUDs;
- Difficulties for MUDs to access existing EVI incentives;
- Costs and needs vary significantly; and
- Lack of tenant demand makes EV charging a lower priority.

Finally, she introduced the upcoming EVI programs:

- Multifamily EVI Incentives: rolling out in June, provides incentives to participants in FutureFit EV Assistance program - including direct-install if needed
- Priority Zone DCFC: rolling out in April in identified areas near MUD-intensive zones
- Permit Simplification: funding and technical resources to comply with AB 970

Questions included types of funding and TA available for agencies for EV infrastructure permitting, which includes sharing best practices; and EVI charging requirements at MUDs: @ shared vs. assigned parking spots (probably) and eligibility for funding for those who have not gone through FutureFit (not until Phase 2). Ideas include how to better promote existing public charging, like joint communication to MUD residents and leveraging reservation system under EVMatch.

Zoe asked how SVCE could partner with agencies via communications or other programs they already have for multifamily. Questions/ideas include: first – asking if we fully understand the needs of the MUD residents? How can cities get better research? Is there a way for cities to cost-share or enhance rebates or other incentives to induce demand (like Water District lose-your-lawn matching)?

SVCE's own outreach has been primarily to landlords & property managers; should it be more to tenants? How can the cities partner/help? Below market rate (BMR) is easier to reach via existing programs. Communications in other languages from the cities would be one mechanism; need more/better outreach to property owner/manager groups. SVCE will get communications tools to the member agencies (social media posts, newsletter articles, etc.).

Is "smart" level 1 a good solution for older MUDs? Yes, and that may also reduce costs as well as resources.

Are there ideas from the member agencies about how to assist with permit simplification? Third-party TA, grants to offset staffing costs, pre-created checklists & forms, trainings....

Kara then summarized the state-level forum that the California Transportation Agency has launched to respond to the federal infrastructure act – both the rollout of the formula segment and support from the state for the discretionary grants that local agencies will be able to apply. The June meeting will include a discussion about the IJA rollout and other opportunities to bring funding to our region.

Chat

Lauren Anderson, Mt. View: I am also wondering how many MFDs in the territory have participated in the tech assistance program?

Hannah: So far, we've had 15 MUDs complete our EV Assist program, 6 more underway

Lauren: Thank you, Hannah!

Lauren: We do have a rental housing committee (and other cities with rent control regulations might have them as well) - maybe that might be a good audience?

Gilee Corral, Cupertino: @Lauren yes and also a potential source for CBSM study...

Kristel Wickham: Love the 'Smart level 1' idea. Wondering if that may be a good area to focus for older MUDs or those where electric upgrades are difficult. And making sure that outreach promotes the level 1 advantages/sufficiency.

Breann Boyle, Santa Clara County: Back to the question about what types of tools/resources would be helpful for permit simplification, our building official/building dept would probably be the right folks to weigh in from the County's perspective

Zoe: Thank you Breann!

Lauren: Thank you all!