Silicon Valley Transportation Electrification Clearinghouse Meeting
June 25, 2020
10:00 - 11:30 AM

Notes

WELCOME/AGENDA OVERVIEW/ABOUT SVTEC
Don Bray, Director of Account Services and Community Relations, Silicon Valley Clean Energy (SVCE)
Zoe Elizabeth, Senior Energy Consultant, SVCE

Don opened with an overview of the agenda and highlighted the organizations participating in the meeting. Zoe talked about the goals and vision for SVTEC – overcoming barriers to adoption of EV infrastructure – and recapped the March meeting, including a reminder of the top priorities of members (in addition to funding, which was previously identified):

1. Streamline permitting processes
2. Reduce time for interconnection
3. Support future proofing

FUNDING: Electric Vehicle Infrastructure Funding Programs Updates
Amy Dao & Colette Kincaid, Volkswagen Environmental Mitigation Trust

Programs under the Trust are administered by CARB by staff at large regional air districts from around the state. Amy talked about commonalities of all the programs and gave details of 3:

- Light-Duty Zero-Emission Infrastructure – hydrogen & electric; under development
- Zero-Emission Class 8 Freight and Port Drayage Trucks – public & private; opens Q3
- Zero-Emission Freight and Marine Projects – primarily airports and ports; under development

Colette covered another program:
- Zero-Emission Transit, School, and Shuttle Buses – in progress now; not stackable

Rebecca Fisher, Bay Area Air Quality Management District
Rebecca highlighted the Air District’s Light-duty EV Programs:

- Clean Cars for All [www.baaqmd.gov/cleancarsforall] – state-funded as well as VW; income-qualified scrap & replace; has mobility option as well as EVs; mix of benefits
- High Mileage Fleets [www.baaqmd.gov/highmileagefleet] – offsets portion of EV & hydrogen fuel cell car costs for vehicles that travel 41K miles/year
- Charge! [www.baaqmd.gov/charge] – publicly-accessible charging equipment funding; opens annually
**CALeVIP program overview – CEC funding with regional incentives; Peninsula-Silicon Valley Partnership launching this fall in our area**

**Sam Piell & Jyoti Rao, PG&E**

Clean Energy Transportation Programs:

- EV Charge Network – 10 or more Level 2s in MUDs & workplaces; nearing the end; PG&E pays for a significant portion of total costs/make-ready infrastructure, up to charger
- EV Fleet – medium- & heavy-duty; PG&E pays for cost up to the customer meter
- EV Fast Charge – most recent program, to roll out as many chargers as possible, includes future-proofing for up to 150kW, similar to EVCN
- 2 programs coming soon: Empower EV (residential charging for low income customers) and Schools & Parks program

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**Framing SVTEC’s Priorities Amidst Changing Realities**

We’re living in a new reality – what does that mean to our work? Let’s talk in smaller groups for a few minutes to collect some information & input from everyone.

- Question 1: What new challenges/ opportunities should SVTEC be aware of as we embark on tackling regional barriers?
- Question 2: Do you have specific insights or experiences from your organization?

Some high-level themes: coordination & pursuit of funding is more important than ever; need to understand what programs can be stacked; taking advantage of work-from-home to do new installations at workplaces; transit avoidance could be gain for EVs; equity; identifying what will continue (capital projects?) vs. what is subject to belt-tightening – and related: steady vs. variable revenue streams, and need for funded solutions. *More details are appended to the end of document.*

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**REGIONAL BARRIERS**

*Jessica Cornejo, Associate Energy Consultant*

- Streamlining Program: overview of program phases and deliverables (baseline assessment & best practices guide); coordinated with state efforts

*Zoe*

- Call for Advisors: we’d like your advice and input between meetings as initiatives in each of the priority areas are developed
  - Funding & Financing Strategies
  - Reducing Permitting Barriers (related to Streamlining Program)
  - Streamlining Interconnection Processes

*What's the timeline for convening the 3 interest groups? We would like to convene the first call for each group over the next 4ish weeks.*
SVCE Updates
Justin Zagunis, Decarbonization and Grid Innovation Analyst
- Launch of Regional Recognition Program for EV Infrastructure – see flyer attached
- Technical Assistance – available to MUDs, commercial, and local government; early interest list open now
- Overview of Innovation Onramp Mobility Awardees – 3 are in the mobility space, learn more here
- Priority Zone DC Fast Charger Incentives Program – accepting applications now; will stack on CALeVIP; due by 7/31

WRAP-UP/NEXT STEPS
Don & Zoe
The next meeting will be held on Thursday, September 24th from 10:00-11:30 AM via Zoom. Look for more info coming from SVTEC & SVCE about all of these programs over the summer.

NOTES FROM BREAKOUT GROUPS
- Many organizations have started to feel a mindset of a reluctance to fund projects due to budgetary constraints
  - This doesn’t mean no projects are happening, just that there is a lot more caution around them
  - Some projects are seeing reduction in the scope/scale or being deferred
- Some organizations have funds that were already approved and allocated, which they have more confidence that they will be able to use
  - However, there is still some uncertainty here and even these funds can be repurposed - so nothing is guaranteed.
- This does mean that many organizations have planned projects that they now cannot fund (or fund fully) – so if there were funds made available by the government for green investment as a part of a recovery effort, they could move quickly
- customers are not sure about the stacking of the rebates/ resources
- need to answer which resources can be stacked and how do we communicate?
- Is there a resource that SVTEC has like an excel sheet to share rebates that are out there?
  - Yes, can resend and include in notes or email directly
- NOX reduction does not allow to be stacked
- VW claims emissions reductions which is why it cannot be stacked
- But Federal funds can be stacked with VW funds
- Some groups have local funds for rebates that might be able to stack
- Cities are often competing vs each other for funding
• We need some type of coordination regionally
• Charging network should communicate regionally to have regional coordination
  o Each air district has some type of analysis when looking at EV charging capacity
• Need coordination, cities burdened with budget cuts and lack of staff capacity
• More pressure on agencies for solution on charging station and how to obtain rebates for customers
• Need to also consider socio-economic barriers
• Gap in knowledge with city staff on requirements/processes of EV charging funds
• How to bring staff up to speed on processes?
• SIP has made installation at empty workplaces easier and has increased demand for new home chargers
• Cities are facing hiring freezes and staff resources are stretched due to new demands created by SIP – technical assistance, standardized guidance, streamlined recommendations anything we can do to reduce burden while moving things forward is helpful (also just keeping these things in mind during communications)
• Concerns about governmental customers needing more in the way of financing/financed products in the future, vs using cash or bond money as they do today – due to financial impacts of COVID
• People have left public transit in droves; this is not what transit agencies and local governments want to see
• People leaving public transit in favor of private vehicles may represent an opportunity for EV sales – but will increase single-occupancy vehicle traffic and associated VMT
• COVID has disproportionally impacted lower-income residents, adding to growing societal/equity concerns; need more focus than ever on MUD solutions, low-cost EV solutions, e-Bikes, etc.
• DAC is not a very good measure v/v equity; need better ways to income-qualify programmatic efforts