



February 14, 2019

Brian Fauble  
California Energy Commission  
1516 Ninth Street  
Sacramento, CA 95814

**Subject: California Electric Vehicle Infrastructure Project (CALeVIP)**

Dear Mr. Fauble:

Peninsula Clean Energy (PCE), San Jose Clean Energy (SJCE), Silicon Valley Clean Energy (SVCE), City of Palo Alto Utilities (CPAU), and the City of Santa Clara dba Silicon Valley Power (SVP) are pleased to submit this joint Letter of Intent that it will, in good faith, work with the California Energy Commission (CEC) and the CALeVIP implementer, Center for Sustainable Energy (CSE), through the months of March to June 2019 to develop the framework of a regional electric vehicle infrastructure incentive project under the CALeVIP program.

As light of this commitment detailed below and the fact that San Mateo and Santa Clara Counties are identified by the California Energy Commission (CEC) as high need areas, we request strong consideration from the CEC to include our counties in the 2020 funding allocations under CALeVIP.

Across all five of our agencies the total funding for EV infrastructure incentives over the next four years is expected to be at least \$31 million in local funding plus additional supporting programs including technical assistance, vehicle promotions and rebates, workforce development, and EV education and awareness. These programs will serve nearly 3 million residents in our service territories. These commitments are further supported by the matching program of the Bay Area Air Quality Management District (letter attached).

Specifically, PCE, CPAU, SJCE, SVCE, and SVP staff will collaborate with the CEC, CSE and regional stakeholders on the development of a funding agreement. The funding agreement will contain the specifics of:

- PCE funding commitment, approved by its Board, of \$12 million for EV infrastructure over 4 years beginning late 2019

- SVCE funding commitment, approved by its Board, of \$8 million for EV infrastructure over four years beginning late 2019
- SJCE funding commitment under development, to be made later this year, is likely at \$1 million for the 2020 funding year and \$3 million for the 2021 funding year
- CPAU anticipates committing \$3 million over the next 3 years for EV infrastructure
- SVP as part of our City's Sustainability Pillar is committed to investing \$4 million over four years for EV infrastructure
- Timing and purpose of funding from each agency
- Roles and responsibilities of the parties involved including exploring harmonization opportunities with the Bay Area Air Quality Management District and others

The CALeVIP offers incentives for the purchase and installation of electric vehicle charging infrastructure at publicly accessible sites throughout California. CALeVIP works with local partners to develop and implement EV charger incentive projects that meet regional needs for Level 2 and DC fast chargers. The goal of this project is to develop a regional EV infrastructure incentive project for customers in San Mateo and Santa Clara Counties.

Additional background and supporting work by each agency include:

**PCE:** Formed in March 2016, PCE is San Mateo County's primary energy service provider serving the region's businesses and approximately 800,000 residents with cleaner electricity at lower rates. PCE is projected to save customers more than \$17 million a year. PCE programs include \$18.5 million in committed funds for EV infrastructure, technical assistance, workforce development, EV ride and drive marketing, new and used EV purchase rebates, innovative EV charging pilots and new construction reach code development. PCE has already developed a detailed characterization study of multi-unit building stock and local partnerships to accelerate EV infrastructure deployment. San Mateo County has an estimated 19,000 plug-in EVs in operation and an over 10% rate of EV adoption in light-duty new vehicle sales.

**SJCE:** SJCE is the City of San Jose's new electricity supplier to chart the city's path to a greener future. Approved by City Council in 2017, SJCE launched with residents and businesses in February 2019 serving San Jose's approximately 1 million residents. In early 2018, the San Jose City Council unanimously adopted Climate Smart San Jose as the plan to meet the greenhouse gas emission reduction targets of the international Paris Agreement. As part of the Climate Smart plan, there is a goal for 61% of passenger vehicles to be electric by 2030. The City of San Jose had around 18,000 plug-in EV's registered at the end of 2017. Further, the City of San Jose was awarded in October 2018 as a Bloomberg American Cities Climate Challenge recipient. As part of this project, City of San Jose Staff are scheduled to receive City Council approval on an EV Strategy, which will include plans for an EV Charging Infrastructure program, by the end of February 2019. SJCE will consider and take action on the funding agreement by the end of 2019, so that the CEC may rely upon SJCE commitment in finalizing the 2020 CALeVIP project roadmap. The SJCE overall vehicle electrification strategy will also include programs in EV outreach and education, incentives, and innovative pilots to spur adoption.

**SVCE:** SVCE was formed in March 2016 as a community-owned electricity provider to serve 12 municipalities and Santa Clara County with clean power. Since that time, SVCE has delivered on its promise to supply carbon-free electricity at competitive rates to more than 600,000 residents and businesses. Clean electricity from SVCE's carbon-free sources has contributed to a dramatic 21% reduction in area-wide carbon emissions from 2015 levels. In December 2018, SVCE's Board adopted a Decarbonization Strategy and Programs Roadmap that sets ambitious goals to further reduce energy-related greenhouse gas emissions from 2015 baseline levels to 30% by 2021, 40% by 2025 and 50% by 2030. The Roadmap provides detailed initiatives to help local communities, businesses and individuals further reduce carbon emissions, including from transportation. SVCE's mobility programs include \$8 million in committed funds for EV infrastructure incentives over four years starting late 2019.

**CPAU:** City of Palo Alto's (City's) Utilities Department, Buildings and Permitting Department, and Public Works Department have a number of coordinated initiatives in place to accelerate the adoption of electric vehicles in the Palo Alto community. At the end of 2018, City operates 60 public EV charging ports; it is also estimated 1 in 7 homes in the community has an electric vehicle. City of Palo Alto Utilities (CPAU) offers a number of programs to facilitate EV adoption (e.g. rebates for EV charger installations, bulk-buy program, educational events/tools, rebate on utility connection fees triggered by EV charger installation). The focus of efforts in the next 3 to 5 years is to facilitate the installation of EV chargers at low-income and multi-family (MF) properties – CPAU anticipates spending \$3 million over the next 3 years toward this effort. If additional funding becomes available, additional MF properties could be incentivized to install EV chargers and the number of public chargers could also be increased.

**SVP:** The City Santa Clara dba Silicon Valley Power (SVP) – has been serving residents and businesses for over 120 years. In those 120 years we have seen transportation evolve from real horse power to the transportation of today, SVP has a vested interest in forging the transportation of tomorrow through electrification to move our community to the sustainable future we need. Our City approved developing an Electric Vehicle program to foster the adoption of electric vehicles in our community through residential EV charging station rebates, public charging access, outreach, education, multi-family and non-profit rebates. We have committed \$2,000,000 to the electrification of transportation and will be budgeting another \$2,000,000 in the coming fiscal 2019/2020 fiscal year. SVP is developing an EV Readiness Blueprint from the EV Ready Communities Challenge grant from the CEC with the intent to help communities foster adoption in their cities. We believe that this blueprint will complement this effort. Our city has over 629 charging ports mixed through public and private entities, 65 are publicly available at city facilities. One of the greatest challenges facing EV adoption is reaching the multi-family sector and providing comprehensive, cost effective solutions to fit the different types of multi-family housing stock and address the issues of charging security (knowing they have a way and place to charge where they need it). Efforts like the CALeVIP would help advance charging infrastructure for all.

We appreciate your close consideration of our ambitious collective efforts.

Sincerely,



Janis Pepper  
Chief Executive Officer  
Peninsula Clean Energy



Lori Mitchell  
Executive Director  
San Jose Clean Energy  
City of San Jose



Girish Balachandran  
Chief Executive Officer  
Silicon Valley Clean Energy



Dean Batchelor  
Interim General Manager of Utilities  
City of Palo Alto



Deanna Santana  
City Manager  
City of Santa Clara