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Docket Number:	16-TRAN-01
Project Title:	SB 350 Transportation Electrification (Publicly Owned Utilities)
TN #:	213891
Document Title:	Presentation - Electric Vehicle Equity by Joel Espino
Description:	October 5, 2016 Workshop - Electric Vehicle Equity: Building an EV Eco-system that Leads with Low-income Communities of Color
Filer:	Patty Paul
Organization:	The Greenlining
Submitter Role:	Public
Submission Date:	10/4/2016 1:22:08 PM
Docketed Date:	10/4/2016



Electric Vehicle Equity:

Building an EV Eco-system that Leads with Low-income Communities of Color

Key Topics

October 5, 2016

- Understanding equity in clean transportation
- The Charge Ahead California Initiative (SB 1275)
- Equity in IOU EV pilots
- Equity recommendations for EV infrastructure
- Takeaways

Joel Espino

Legal Counsel, Environmental Equity



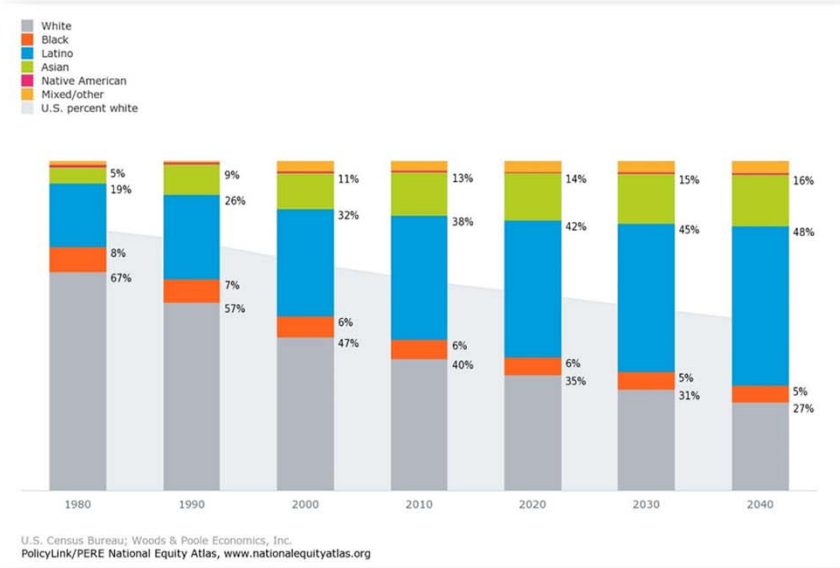
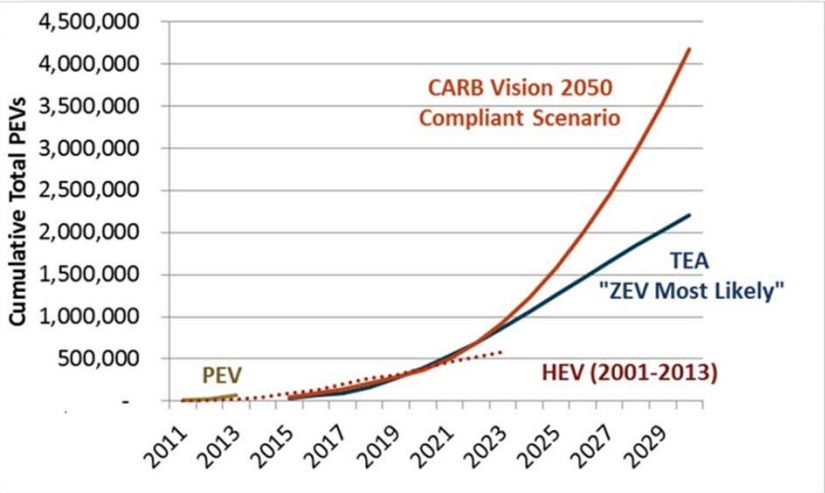


Equity in Clean Transportation



- Community-driven
- Equity not Equality
- Access to clean transportation options
- Increase diversity in the clean transportation economy
- Ensure government is representative of underserved communities

Consumers of Color are Critical to CA Goals



The Charge Ahead California Initiative

Senate Bill 1275 (De León, 2014)

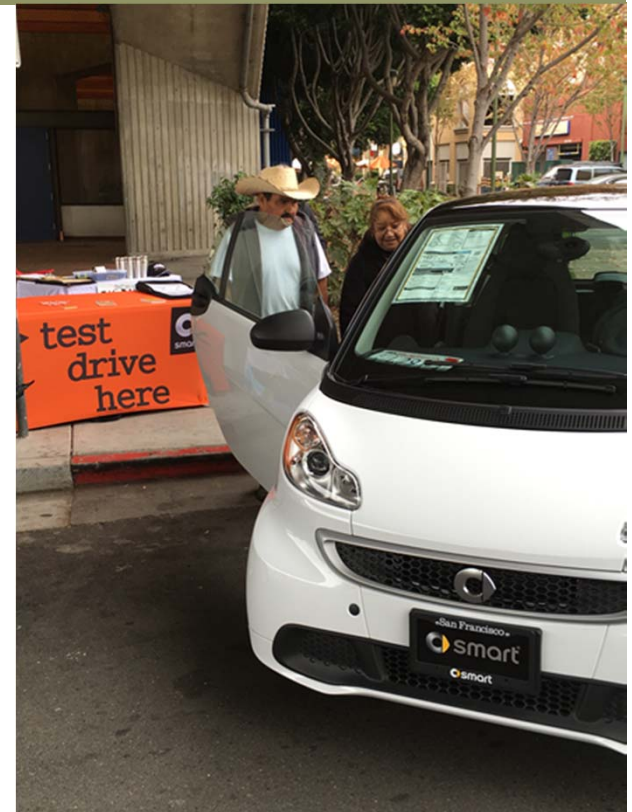
Steering Committee:

Coalition for Clean Air (CCA), Communities for a Better Environment (CBE), Environment California, Natural Resources Defense Council (NRDC), The Greenlining Institute

More info: ChargeAhead.org

Goals:

- (1) 1 million EVs on CA roads by 2023
- (2) Increase EV access to low- and moderate-income consumers:
 - Scrap & replace vouchers for new & used EVs (EFMP Plus Up in SoCal & SJV)
 - Supplemental rebates purchase or lease of new EV (CVRP)
 - Low-income financing assistance programs (Bay Area)
 - Electric carsharing projects in disadvantaged communities (LA & Sacramento)



Investor-Owned Utility EV Pilots

- Charge Ready Program (SCE) - \$22M:
 - 1,500 L1 & L2 charging stations - 10% min in Disadvantaged Communities (DAC) (150 stations)
 - Study of consumer demand growth in DAC that will inform a significant scale up of deployment in DAC in Phase 2
 - Supplier Diversity: support companywide Diversified Business Enterprise (DBE) 40% spending goal

- Power Your Drive Program (SDG&E) - \$45M:
 - 3,500 L1 & L2 charging stations - 10% min in DAC (350 stations)
 - Supplier Diversity: support companywide Diversified Business Enterprise (DBE) 40% spending goal
 - All contractors shall have hiring goals to support opportunities to increase hiring from Disadvantaged Communities, including first-source hiring and targeted-hiring goals for projects in Disadvantaged Communities

- Charge Smart and Save Settlement (PG&E) - \$160M:
 - 7,500 L2 target (100 DCFC) - 15% min in DAC (1,125 stations) + 5% stretch goal in other low-income areas
 - \$5M for EV equity programs

Recommendations: Equitable EV Infrastructure Planning and Investment

- Access and Affordability
 - Complement and align with EV incentive efforts (e.g. Charge Ahead California)
 - Prioritize planning and investments in low-income and disadvantaged communities
 - Create a market signal & inducement with minimum deployment of charging infrastructure in low-income and disadvantaged communities, particularly in multi-unit dwellings
 - Provide access to charging that is cheaper and cleaner than gas (per SB 350) (e.g. demand charge exemption)
- Create economic co-benefits
 - Prioritize job training and hiring from low-income and disadvantaged communities
 - Purchase goods and services from diverse businesses (minority-owned, etc)
- Community Engagement
 - Ensure CBO and low-income and disadvantaged community representation throughout process
 - Targeted marketing, outreach, and education, available in key languages
- Try different models and strategies to produce robust, diverse data



Thank you



For more information on EV Equity check out our
new online toolkit:

[Electric Vehicles for All: An Equity Toolkit](#)

For real life stories about climate investment
benefits visit:

[UpliftCA.org](#)

Joel Espino, joele@greenlining.org
