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On Executive Order B-48-18 Workshops

Additional submitted attachment is included below.

From: Freedman, Susan <Susan.Freedman@sandag.org>
Sent: Monday, May 21, 2018 3:32 PM
To: Energy - Docket Optical System
Cc: Freedman, Susan
Subject: Docket# 18-HYD-01, Project Title: Executive Order B-48-18 Workshops

I am submitting the following comments in response to the Staff Workshop on Executive Order B-48-18 held May 14, 2018. Comments relate to the types of projects that the CEC should consider for funding and provide some of the ZEV infrastructure interest areas with which the San Diego Association of Governments (SANDAG) supports through regional planning in the San Diego region.

1. **Passenger vehicles: Incentives for public, workplace and MUD EVCS.**

- SANDAG is developing a public charging incentive program over the next 2 years and has committed approximately \$1 million/annually from 2020-2050. A large focus is expected to be Level 2 chargers, but the program may consider L1 and DCFC as well though our budget may not enable many DCFC. SANDAG supports CEC expanding CALeVIP to more regions and providing incentives for DCFC for the San Diego region. Furthermore, as we design a San Diego regional incentive program, it seems an opportune time to collaborate with the Energy Commission and explore ways to leverage each other's infrastructure programs for greater local impact.
- Through SANDAG's Plug-in SD project, we are developing updated infrastructure maps based on current and forecasted travel patterns and EV ownership to identify gaps in access to charging. Plug-in SD is funded through a CEC grant that helps implement the San Diego Regional EV Readiness Plan and maps should be completed by the end of this year.

2. **Designated Autonomous Vehicle (AV) Proving Ground:** The US Department of Transportation designated the San Diego region as 1 of 10 AV proving grounds in the US. SANDAG, Caltrans District 11 and the City of Chula Vista partnered on this project and offered the only proving ground comprised of local streets and highways for real-world AV testing. Pilot projects that can showcase charging scenarios for AVs (e.g., wireless, in-road, others) would support the advancement of AVs/EVs. SANDAG was recently awarded a Caltrans planning grant to plan for the operation of a Mobility Hub pilot project in Chula Vista that would demonstrate how shared, electric, and autonomous services can improve safety and increase access to sustainable transportation choices. The Regional Mobility Hub Strategy encompasses AV and EV elements and the Chula Vista pilot project will likely include the need for charging infrastructure installations. Once the planning of the pilot site is completed, funding will be needed for the infrastructure. Factsheet on the San Diego Regional AV Proving Ground:

http://www.sandag.org/uploads/publicationid/publicationid_2101_21662.pdf.

3. **Medium and Heavy Duty EVCS applications:**

- **Transit Vehicles:** The San Diego region is home to two transit agencies: San Diego Metropolitan Transit System (MTS) and North County Transit District (NCTD). Both are undertaking zero emission bus pilots with a limited number of vehicles to start and we support infrastructure and installation funding for transit.
- **Goods Movement:** The San Diego Unified Port District is supportive of infrastructure funding to advance near-zero and zero emissions technologies. Staff believe there should be a portion of the funding directed at the medium and heavy duty market. Of great interest to ports is not just infrastructure to support drayage trucks, but also cargo handling equipment. Zero emission cargo handling equipment probably has a quicker path to market and infrastructure planning, standardization, and implementation will be needed.

- MD/HD Utility Rate Assessments – The utility cost impacts for EV charging are difficult to understand and vary greatly across utilities based on time of use rates, demand charges, and tariffs. Support for localized feasibility studies or a state-wide study that provides analysis by utility service territories could help smaller fleets in their consideration of ZEVs.

Thank you for this opportunity to share some comments as to funding for ZEV infrastructure. Please contact me with any questions.

Regards,
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