

**DOCKETED**

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*Comment Received From: Heidi Sickler*  
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## **Docket No 17-EVI-01 2021 California Electric Vehicle Infrastructure Project Funding**

November 8, 2019

The Honorable Chair David Hochschild  
California Energy Commission  
Docket Unit, MS-4  
1516 Ninth Street  
Sacramento, CA 95814

RE: Docket No. 17-EVI-01: 2021 California Electric Vehicle Infrastructure Project Funding

Dear Chair Hochschild:

The Silicon Valley Leadership Group commends the California Energy Commission for including Bay Area counties, including San Francisco, Marin, Contra Costa and Alameda, as potential new candidates for 2021 California Electric Vehicle Infrastructure Project (CALeVIP) funding. The Leadership Group was proud to support the City of San Jose's CALeVIP funding proposal, adopted by San Jose's City Council in October 2019, and similarly supports inclusion of additional Bay Area cities and counties as strong candidates for 2021 CALeVIP funding. In California, Transportation Electrification (TE) represents the largest near-term opportunity to reduce GHG emissions and mobile source pollution. The Leadership Group submitted its TE recommendations to Governor Newsom on July 31, 2019, including securing investments in electric vehicle (EV) charging infrastructure for public, private and shared-use fleets (e.g. bus fleets, taxis, Transportation Network Companies and autonomous vehicles).

Regrettably, California is falling short on electrifying the transportation sector, reducing Greenhouse Gas (GHG) emissions and providing air quality benefits to all communities. Overall transportation emissions are still on the rise, accounting for at least 40 percent of California's GHG emissions. Studies have shown a strong statistical link between EV uptake and charging infrastructure availability. Although correlation does not imply causation, the statistical correlation implies that if the Bay Area does not have enough available charging infrastructure, EV uptake will be negatively impacted. Thus, it is important that the Bay Area have available and accessible EV charging infrastructure to meet the region's various ambitious EV goals.

In the Bay Area, EV infrastructure funding is critical as new Multi-Unit Dwelling Units (MUDs) must include more EV charging infrastructure to meet California's TE and 2030 climate goals. Under Section 4.106.4.2 of the 2019 California Green Building Standards Code, 10 percent of the total number of parking spaces on a new MUD building must be EV-capable of supporting future EV Service Equipment. The California Air Resources Board's (CARB) 2018 gap analysis revealed a gap of 66,000-79,500 EV charging stations needed to accommodate

the CEC's projected 120,000 EVs residing in MUDs by 2025. To fill this gap, CARB and the Department of Housing and Community Development (HCD) recommended increasing the mandatory minimum for EV-capable parking for MUDs to at least 10 percent. In response to CARB's findings, Executive Order B-48-2018 authorized \$900 million for the installation of 250,000 EV chargers. The Leadership Group supported CARB and HCD's recommendation, which was adopted as part of the 2019 California Building Standards CalGreen Code.

The Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents over 340 of Silicon Valley's most respected employers on issues that affect the economic health and quality of life in

Silicon Valley, including energy, environment, transportation, education, housing, health care, tax policies,

and economic vitality. Accelerating deployment of zero-emission vehicles and EV charging infrastructure

is one of the Leadership Group's top priorities. If you have any questions, please do not hesitate to contact

me at [hsickler@svlg.org](mailto:hsickler@svlg.org) or (408) 501-7883.

Sincerely,

Heidi Sickler  
Director, Energy and Environment  
Silicon Valley Leadership Group