

DOCKETED

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on Support

Additional submitted attachment is included below.

California State Senate

SENATOR
LENA A. GONZALEZ
THIRTY-THIRD SENATE DISTRICT



July 31, 2020

California Energy Commission
Docket Unit, MS-4
Re: Docket No. 17-EVI-01
1516 Ninth Street
Sacramento, CA 95814

Re. Docket number: 17-EVI-01

Dear Commissioners:

As the State Senator for Senate District 33, I write to express my strong support for requiring workforce training for the installation and maintenance of electric vehicle supply equipment (EVSE) systems or “charging stations” that are installed under California Energy Commission (CEC) programs.

The safe and reliable installation of EVSE systems necessitates specialized knowledge and training. Installation of EVSE systems requires adhering to an extensive list of standards, electrical codes, and workmanship requirements. Improperly installed EVSE systems and infrastructure can result in fire, explosions, electric shock, severe damage to chargers and cars, and other hazardous situations. This letter supports requiring installers of EVSE to have Electric Vehicle Infrastructure Training Program (EVITP) training and certification. EVITP is the only comprehensive non-profit, brand neutral training and certification available for EVSE installation, and is a well-established, regularly updated national program. EVITP was developed in 2012 in cooperation with auto manufacturers, utilities, training institutions, contractors, and other EV industry stakeholders.

A CEC EVITP requirement will ensure that all installers of CEC subsidized EVSE projects will have the advanced training necessary to ensure safe and proper installation. With the growth of clean transportation so critical to meeting our clean air

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mandates, public health goals, and GHG reduction targets, public acceptance of, and enthusiasm for, EVs is critical. There are tens of thousands of gasoline and diesel vehicle fires annually and they rarely if ever make the news. One EV related fire – even if there are no serious injuries – is a front page story. While not fair, that negative publicity really hurts progress towards EV acceptance and achieving California's clean transportation goals. EVITP not only reduces risks to building occupants, emergency responders and property, it protects the reputation and integrity of the EV industry, and bolsters state policy.

An EVITP requirement is also good for disadvantaged communities. Charging stations are needed in disadvantaged communities but electrical equipment in stores, homes, and apartments in these communities tend to be older with electrical systems that may not be able to reliably and safely handle EVSE loads without proper installation and component upgrades. Disadvantaged communities need installation by properly trained EVITP-certified electricians in order to reduce the risk of structure fires and electrical hazards.

EVITP has been a successful requirement for numerous programs in California. SDG&E, for example, has installed over 3,000 electrical vehicle charging ports under its Power Your Drive Program with EVITP-certified electricians. EVITP is also included in the CPUC safety language, and required by the cities of Long Beach, Carson, Pico Rivera, and the Port of Long Beach in an EPIC grant from the CEC.

For these reasons, we urge the Commission to require EVITP for its EVSE incentive programs without delay. Please do not hesitate to reach out to Cynthia Alvarez in my office at (916) 651-4033 should you have any questions.

Sincerely,



Lena Gonzalez
Senator, Senate District 33

CC: Commissioner David Hochschild, Chair; David.Hochschild@energy.ca.gov
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