

**DOCKETED**

<b>Docket Number:</b>	17-EVI-01
<b>Project Title:</b>	Block Grant for Electric Vehicle Charger Incentive Projects
<b>TN #:</b>	234119
<b>Document Title:</b>	County of San Mateo - Davie Pine, Supervisor First District Comments - on Support
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	County of San Mateo - Davie Pine, Supervisor First District
<b>Submitter Role:</b>	Public Agency
<b>Submission Date:</b>	7/31/2020 2:27:23 PM
<b>Docketed Date:</b>	7/31/2020

*Comment Received From: County of San Mateo - Davie Pine, Supervisor First District  
Submitted On: 7/31/2020  
Docket Number: 17-EVI-01*

**on Support**

*Additional submitted attachment is included below.*



HALL OF JUSTICE AND RECORDS  
400 COUNTY CENTER  
REDWOOD CITY, CA 94063

TEL: (650) 363-4571  
E-MAIL: dpine@smcgov.org

## DAVE PINE

Supervisor, First District  
San Mateo County

July 31, 2020

David Hochschild  
Chair, California Energy Commission  
1516 9th St  
Sacramento, CA 95814

### **Re: Docket number: 17-EVI-01**

Dear Chair Hochschild:

I am a founder and current board member of Peninsula Clean Energy (PCE), the community choice energy agency in San Mateo County. I am writing to you in strong support for requiring installers of electric vehicle supply equipment (EVSE) systems that are deployed under California Energy Commission (CEC) programs to have Electric Vehicle Infrastructure Training Program (EVITP) training and certification.

PCE has partnered with the CEC to significantly expand the number of charging stations in San Mateo County. Requiring installers of EVSE systems to have EVITP training and certification will support our efforts to ensure safety, develop the workforce for the rapidly expanding green economy, and support disadvantaged communities.

An EVITP training center is located in San Mateo County. To date, the training center has trained over 80 workers. The EVITP training classes are readily available and are low cost or free of charge. EVITP is the only comprehensive non-profit, brand neutral training and certification available for EVSE systems installation. It is a well-established, regularly updated national program. EVITP was developed in 2012 in cooperation with auto manufacturers, utilities, training institutions, contractors, and other electric vehicle (EV) industry stakeholders.

The safe and reliable installation of EVSE systems depends on 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.

An EVITP training requirement will ensure that installers of CEC supported EVSE systems projects will have the advanced training necessary to ensure safe and proper installation. Moreover, a strong safety record is a necessity for protecting the reputation and integrity of the EV industry and thereby advancing public acceptance of EVs. With the growth of clean transportation so critical to meeting our clean air mandates, public health goals, and GHG reduction targets, public acceptance of, and enthusiasm for, EVs is critical.

An EVITP training requirement will also help develop the skilled and trained workforce needed to expand the green economy. EVITP training is a means for bringing low-income community members into the EV sector by providing a pipeline to high-quality, skilled jobs.

An additional benefit of an EVITP training requirement is that it will improve charging access within disadvantaged communities. Most new EVs are expensive but used ones are becoming affordable for most Californians. 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 systems 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 training 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 training 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.

Moreover, EVITP training is required for the EVSE systems infrastructure installations on the Nevada Electric Highway and in federally funded installations in Columbus Ohio. The EVITP is the only EVSE systems training program featured in the U.S. Department of Energy Guides on EV infrastructure. Most recently, the EVITP was referenced in The Biden Plan to Build A Modern, Sustainable Infrastructure and an Equitable Clean Energy Future.

For the reasons outlined above, the CEC rules and regulations must be reformed to support EVITP training as a key component of CEC supported EVSE programs now and in the future. The CEC should ensure that program rules allow for local partners to require at least one worker on each EV infrastructure crew to have received EVITP training.

I urge the CEC to require EVITP training for its EVSE systems incentive programs without delay. The time is now for the CEC to act and include EVITP training as a requirement for CEC EVSE incentive programs.

Sincerely,



Dave Pine  
San Mateo County Supervisor, District 1

cc: Commissioner Patricia Monahan  
Commissioner Janea Scott  
Commissioner Karen Douglas  
Commissioner Andrew McAllister