

DOCKETED

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January 8, 2021

California Energy Commission
Docket Unit, MS-4
Re: Docket No. 20-TRAN-04
1516 Ninth Street Sacramento, CA 95814-5512

Re: Docket number 20-TRAN-04, Electric Vehicle Infrastructure Project Funding Workshop

ChargePoint appreciates the opportunity to provide comments on the California Energy Commission (CEC) Electric Vehicle Infrastructure Project Funding Workshop.

Since 2007, ChargePoint has been committed to making it easy for businesses and drivers to go electric, with the largest electric vehicle (EV) charging network and most complete set of charging solutions. ChargePoint has enjoyed numerous partnerships with the CEC. Together we have helped accelerate EV charging deployment in rural communities, along highway corridors, and at multifamily properties. We have increased California-based, EV charging manufacturing and supply chains and stimulated clean energy jobs throughout the state. ChargePoint continues to create the new fueling network to move all people and goods on electricity and looks forward to continued partnership with the CEC.

The CEC's Electric Vehicle Infrastructure Project Funding will play a critical role in supporting Governor Newsome's Executive Order, calling for 100% of new vehicle sales to be zero-emission within 15 years. We commend CEC staff for the efforts taken to engage stakeholders in developing the plan and hope the comments below help inform this process.

I. Commitment to Inclusion, Diversity Equity and Access

ChargePoint strongly supports the CEC's commitment to inclusion, diversity, equity and access. ChargePoint is also supportive of allocating 50% of Investment Plan funds to benefit low-income and disadvantaged communities. ChargePoint suggests stand alone and competitive, grant funding opportunities (GFO) be developed to support low-income and disadvantaged communities. The GFO(s) should be designed to support the unique characteristics of these communities including strategic siting, community partnerships and cost-effectiveness.

GFO-15-601 is a prime example of a program catered to the unique characteristics of a particular EV charging segment: corridor charging. The GFO ensured investments were made in the most critical locations, were supported by the local community and implemented by the most capable teams. The projects also served as a catalyst for AB 1236 implementation to address local permitting challenges, supported jobs and enabled EV travel to many of California's rural and disadvantaged communities. A competitive GFO should be leveraged to maximize benefits for low-income and disadvantaged communities, provide key insights and lessons learned and inform future investments in these communities.



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II. Resilient Rural Charging

ChargePoint supports investment in resilient, rural EV charging. This investment is especially critical in light of recent wildfires and power outages. Backup power and onsite generation technologies are desperately needed at DC fast charging corridor sites along California's evacuation routes. CEC funding could play a vital role in identifying and demonstrating the most cost-effective and resilient solutions.

Rural community locations (e.g., libraries) provide another great opportunity to drive EV adoption. Often the center of activity, community locations provide highly visible real estate that may help familiarize local residents with EV charging stations promoting awareness and driver confidence. Community events such as ribbon cuttings and ride and drives can be coordinated to further increase local awareness.

III. Future Projects: Advanced Technologies

ChargePoint appreciates the CEC's interest in advancing technologies that make EV charging safe, simple, smart, cost-effective, accessible and ubiquitous. ChargePoint encourages the CEC to focus on targeted projects based on specific technologies and/or use cases. An approach similar to GFO-20-605, BESTFIT Innovative Charging Solutions would provide a flexible program framework that supports all of the technologies proposed by the CEC. Following BESTFIT's approach with multiple technological focus areas would enable equal opportunity amongst technologies while application screening and technical scoring would ensure the most impactful projects are proposed for award. Projects with near-term (i.e., two to three years), commercial viability should be prioritized over projects that require longer term investments (i.e., three years or more).

ChargePoint looks forward to continued collaboration with the CEC to accelerate the state's transportation electrification goals. Please do not hesitate to contact me at dedrick.roper@chargepoint.com if you have any questions or if we can provide additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Dedrick Roper".

Dedrick Roper
Director, Public-Private Partnerships
ChargePoint