

DOCKETED

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*Comment Received From: Jennifer Venema
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City of Sacramento Comments on the AB 2127 Electric Vehicle Charging Infrastructure Assessment

Please see attached letter.

Additional submitted attachment is included below.

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February 26, 2021

Submitted Electronically

California Energy Commission
Docket Log (19-AB-2127)
1516 Ninth Street
Sacramento, CA 95814-5512

Subject: City of Sacramento Comments on the AB 2127 Electric Vehicle Charging Infrastructure Assessment

Dear Energy Commission staff,

Thank you for the opportunity to comment on the AB 2127 infrastructure assessment report. We applaud the leadership of the Energy Commission in evaluating these key issues. We believe that such state-level analysis and planning is critical to identify how to achieve state goals for zero-emission vehicles. Please find our comments below.

1. Communication tools: We value the extensive amount of analysis in the report. We encourage your team to create some condensed communication tools for key stakeholder groups, including public agencies. The depth of information is important, but abbreviated communication tools could allow for a wider range of input and engagement from key stakeholder groups. This is especially important to ensure participation by a greater range of local community-based representatives and stakeholders, whose engagement is key to ensure an equitable approach in electrification. Also, we believe that direct engagement with regional plug-in electric vehicle collaboratives such as the Sacramento Area Plug-in Electric Vehicle Collaborative is an important opportunity to share information and invite a wider range of discussion and input. We encourage the Energy Commission to consider a wider array of outreach approaches for electric vehicle planning and implementation.
2. Investment in low-income and disadvantaged communities: Our adopted EV policies commit to equitable electric vehicle investments, especially in low-income and disadvantaged communities. However, the data in the report was aggregated. We would derive great benefit with access to maps and data at the local city-level, or sub-county level; such disaggregated data would help us understand and address state-level forecasts of infrastructure gaps in our community. At a minimum, such data could be made available online or in report appendices. Local-level data from the Energy Commission would inform our program design, and better equip us to implement initiatives and evaluate performance over time.

3. Data accessibility: The Zero-Emission Vehicle and Infrastructure Dashboard is a very helpful tool and exciting step. We also encourage you to consider providing disaggregated data even at the city level. Much of our state's leadership for vehicle electrification is coming from cities; again, accessing city-level data easily through the tool would help us better evaluate program outcomes and inform implementation. Also, we were unsuccessful in locating the EVI-Pro 2 tool online, but we hope for future access for local planning efforts. We urge you to consider improving the availability of local-level data. Readily available local data could also allow for improved performance evaluation of future CEC grants, such as the \$1.8 million Phase 2 Electric Vehicle Blueprint Implementation Program grant for the City of Sacramento that Commission staff have proposed for award.

4. Building codes and workforce development: We commend the report's identification of building codes as an important tool for electrification. However, we emphasize the continued importance of state leadership in continuing to advance increasingly ambitious standards. We believe such state-level standards are needed to achieve our collective electrification goals, and to help and equip cities to move beyond state minimum standards. We believe increasing ambitious state code is critical to ensure equitable infrastructure deployment across the. We also look forward to continued collaboration on the intersecting opportunities with the electrification of vehicles and buildings, and our efforts to strengthen local workforce pipelines and initiatives.

Again, we applaud the Energy Commission's leadership, and thank you for consideration of our comments.

Best regards,



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