

DOCKETED

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Incorporating Transportation Electrification in Publicly Owned Utility Integrated Resource Plans

*Presentation to the
California Energy Commission*



Electric Vehicle Charging Association
INNOVATION FOR CLEAN MOBILITY

*October 5
2016*

WHO WE ARE

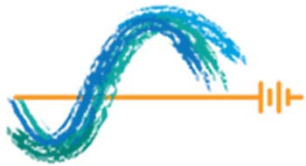
VOLTA

evconnect



EVgo

—chargepoint—



ABM
Building Value

PLUGLESS

CYBER@SWITCHING®

CLEAN FUEL CONNECTION

EVCA

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INNOVATION

The EV Charging Industry is rapidly expanding and leading innovation in the development of new technologies and business models.

Networking technologies to support remote station diagnosis, repair, upgrades and grid management

Fast charging along key corridors

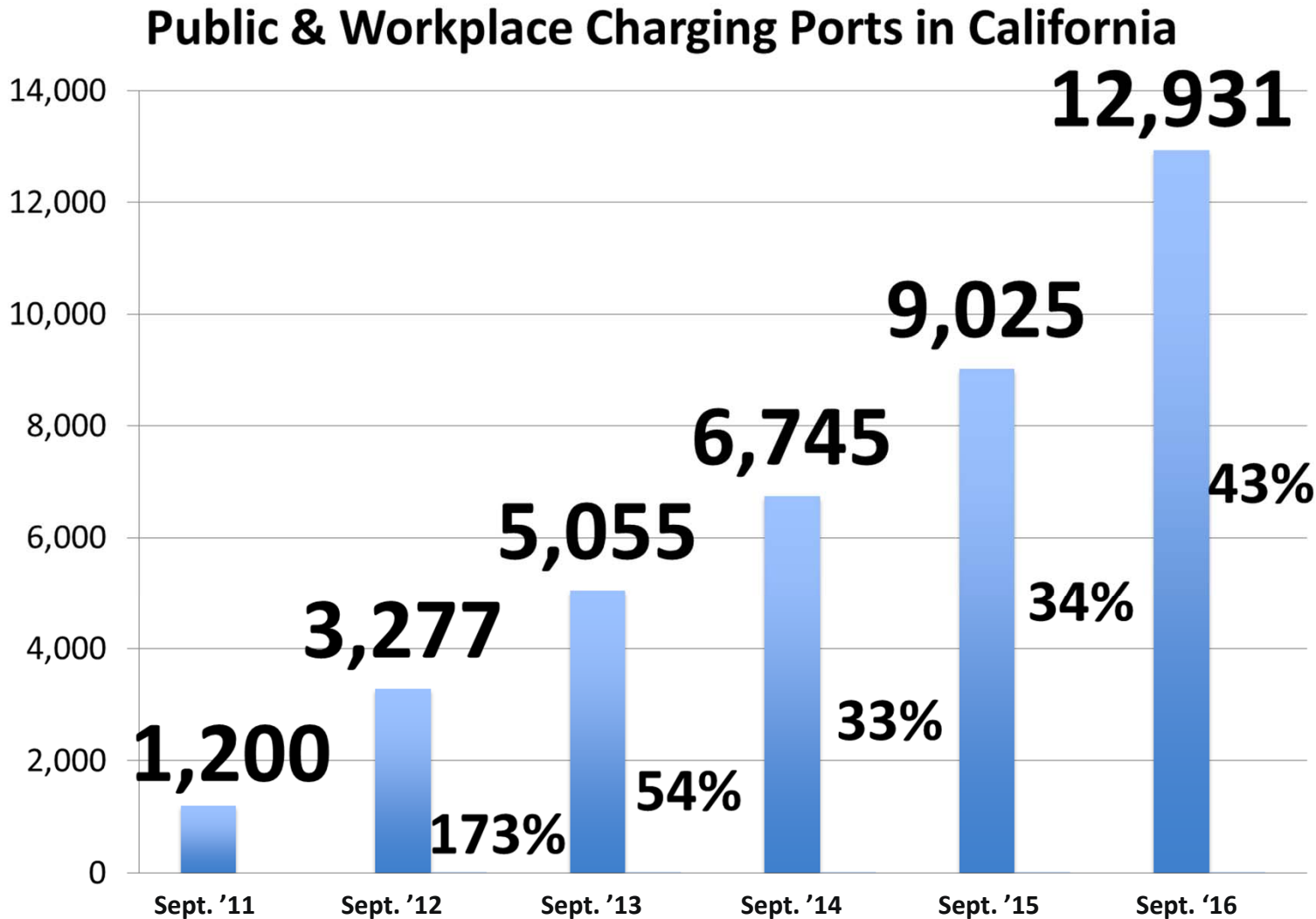
Sponsorship-based, free charging

New technologies like master controllers that allow site owners to charge more vehicles with less infrastructure



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RAPID GROWTH



Source: U.S. Department of Energy



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PRINCIPLES

- Collaboration is necessary to achieve ambitious climate goals.
- Innovation, competition and technology-neutral strategies are needed to attract private investment and make EV charging convenient, ubiquitous, and cost-effective.
- Support customer choice to build a positive experience for EV drivers, site owners and managers.
- Minimize regulatory barriers and streamline permitting to reduce costs and expedite deployment.
- Promote innovative, sustainable financing and incentives for EV infrastructure and services.



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RECOMMENDATIONS

- POU should develop goals calibrated to support achievement of the Governor's ZEV goals.
- Harness private sector investment and innovation by giving customers choice of equipment.
- POU funding should focus on rebates to property owners or EVSPs for charging stations or EV “make ready” infrastructure (new or upgraded utility service; construction & installation) for both L2 and DCFC.
- Provide AB 32 auction revenues to POUs to support EV charging rebates.



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RECOMMENDATIONS

(CONTINUED)

- Provide rebates to expedite deployments and maximize the number of stations. Best practices include:
 - ✓ Flexible rebate terms, supporting either the owner or EVSP, to promote rapid deployment and innovation.
 - ✓ Ensure charging solutions support TOU rates/demand response; promote remote monitoring, upgrades and reliability
 - ✓ Ensure reliability with service level agreements.
 - ✓ Invest in underserved sectors.
- Remove barriers and expedite new service interconnections.



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RECOMMENDATIONS

(CONTINUED)

- Utility tariff reform is needed to create electricity rates that correspond to DCFC use cases.
 - Demand charges can result in high operational costs, making public fast charging in California significantly more expensive than home charging.
- Owners and operators should be given first priority for carbon credits associated with public charging infrastructure (e.g. LCFS in CA).
 - These credits are instrumental in supporting both operation and expansion of public EV charging Infrastructure.



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