

February 12, 2020

Brian Fauble
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Subject: California Electric Vehicle Infrastructure Project (CALeVIP)

Mr. Fauble,

MCE, in partnership with the following government entities and agencies, is pleased to submit this Letter of Intent to work with the California Energy Commission (CEC) and the CALeVIP implementer, Center for Sustainable Energy (CSE), throughout February 2020 – June 2020 to develop an innovative and impactful EV charging program across our 4 county region. MCE and the partners listed below propose to jointly deploy 2,563 Level 2 ports and 153 DC Fast Charging ports over a 4-year regional electric vehicle infrastructure incentive project, under the CALeVIP program, for the counties of Contra Costa, Marin, Solano, and Napa starting in 2021:

- Contra Costa County
- Contra Costa Transit Authority (CCTA)
- County of Marin
- Transportation Authority of Marin (TAM)
- Solano County
- Solano Transportation Authority (STA)
- Napa County
- Napa Valley Transportation Authority (NVTA)
- Bay Area Air Quality Management District (BAAQMD)

Specifically, MCE and partner representatives (collectively known as Joint Agencies) will collaborate with the CEC, CSE, and regional stakeholders on the development of a funding agreement consistent with each organizations' governing board direction and approval. The parties plan to incorporate the following elements in the funding agreement:

- \$5,200,000 funding - or \$1,300,000 per year - commitment from MCE, subject to Board approval;
- \$320,000 funding – or \$80,000 per year – commitment from TAM, subject to Board approval;

- \$300,000 funding – or \$75,000 per year - commitment from CCTA, subject to Board approval;
- Layering of Transportation Funds for Clean Air managed by BAAQMD for projects installed across their jurisdiction;
- Contributing staff time, marketing, and planning resources as in-kind commitments by the Joint Agencies;
- Funding commitment from the CEC for EV charging infrastructure to meet the CEC’s EV Infrastructure Projection Tool (EVI-Pro) projected estimates of EV charging infrastructure needs for 2025; and
- Should Joint Agencies be selected for a CALeVIP project for Contra Costa, Marin, Solano, and Napa counties, MCE will target its March 19, 2020 governing board meeting for consideration of the aforementioned funding agreement, so that CEC may rely upon the MCE commitment in finalizing the 2021 CALeVIP project roadmap. All parties would then establish roles and responsibilities of all those involved across the Joint Agencies, CSE, and CEC and would determine timing and purpose of funds.

Project Abstract

The CALeVIP offers incentives for the purchase and installation of electric vehicle charging infrastructure at publicly accessible sites throughout California. CALeVIP works with local partners to develop and implement EV charger incentive projects that meet regional needs for Level 2 and DC fast chargers.

The goal of the 4-year project proposed¹ by the Joint Agencies is a regional EV charger incentive project that installs 2,563 Level 2 ports and 153 DC Fast Charging ports for the residents of Contra Costa, Marin, Solano, and Napa counties. At least 25% of L2 and DCFC ports will be installed in DAC and low-income communities. Our proposal also seeks substantially more charging at multi-family housing and eliminates the regional pockets, predominantly in rural areas, where no public EV charging is available.

¹ The Joint Agencies proposal includes a secondary option for the CEC to consider a project only in Contra Costa, Solano, and Napa counties for Program Year 2021. In this option, MCE would reduce the first year of our CALeVIP contribution by \$475,000 to self-fund Marin County for 2021 and re-apply with our partners in Marin County for CALeVIP in Program Year 2022. We added a secondary option since there are two “high need” Counties, as stated by EVI-pro, within MCE’s service area and we understand the reality of limited CEC funding to disperse across California for the 2021 Program Year. Contra Costa County has a higher need and thus given a higher priority under the CEC’s funding determination. By comparison, Napa and Solano counties have a “lower need” and thus would be easier to bundle into a proposal without too much additional funding.

Historical Electric Vehicle Deployment Efforts

Contra Costa, Marin, Solano, and Napa counties are prime locations to implement a regional CALeVIP project. More than 40% of the region's greenhouse gas emissions come from transportation², and, thanks to highly successful EV & charging incentive programs initiated by MCE and its partners, the region also has a disproportionate number of EVs registered – especially in Contra Costa and Marin counties - compared to the publicly available infrastructure.

The CEC's EVI-Pro shows a significant need for charging infrastructure in the region by 2025 to meet the Governor's goal of 5 million EVs on California roads by 2030.

MCE

For the past three years, MCE has offered transportation electrification programs and engagement campaigns resulting in:

- 252 Level 2 ports installed for workplaces and multi-family housing;
- 514 Level 2 ports under planning or construction for workplaces and multi-family housing;
- 100 EV rebates dedicated for income qualified customer;
- 46 residential customers enrolling in a smart charging pilot with the goal of shifting demand to off-peak periods; and
- a multi-agency behavior change marketing campaign (*Drive Clean Bay Area*) that launched in September 2019 engaging over 10,000 residential, commercial and industrial customers through existing community events, tailored events for schools and workplaces, digital marketing, and a group EV purchase.

MCE is also working with its 33 member cities and counties to comply with AB 1236 (2015) to drive EV-friendly permitting standards and reach codes. Most recently, AB 1236 was a focal point of MCE's annual Board retreat in September 2019 to achieve buy-in of local elected officials. Continued engagement with those officials has moved the topic to Council meetings. MCE also identifies unique ways we can add value without duplicating efforts. One recent example is the *MCEv Car Share Program*, which was created in response to feedback from multi-family property owners, managers, and tenants that, in addition to infrastructure constraints, split incentives across multi-family stakeholders severely limit EV adoption. This EV car sharing pilot will focus on multi-family and low-income communities to create access to EVs where significant market barriers have prevented adoption at the same rate as the broader community.

² BAAQMD 2017 Clean Air Plan. p. 84. http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en

Contra Costa County and CCTA

CCTA and Contra Costa County in July 2019 completed an Electric Vehicle Readiness Blueprint (EV Blueprint) for Contra Costa County, through a planning grant from the CEC. The Blueprint identifies the best locations for charging infrastructure; provides resources for jurisdictions to adopt development standards and ordinances that encourage EV adoption; prepares the workforce of the future to maintain EVs and the charging infrastructure; and identifies where improvements to the electricity distribution infrastructure are necessary to support electric ready mobility hubs and zero emission bus fleets operated by our public transit operators.

CCTA has, for the past several years, financially supported the installation of EV charging stations through its 511 Contra Costa program funded by both County Program Manager Transportation Fund for Clean Air and Measure J - a voter approved transportation sales tax which went into effect in April 2009. Since that time CCTA has contributed funding to the installation of 62 number of Level 2 charging ports throughout the County including providing matching funds to support a Bay Area Air Quality Management District Charge grant to the Contra Costa Community College District to install chargers throughout four campuses in Contra Costa County.

In July 2019, the CCTA Board adopted the first Contra Costa Electric Vehicle Readiness Blueprint. The development was possible due to funding received by the California Energy Commission and resulted in a comprehensive document to advance EV adoption across the county and inform public decisions on investment in EV infrastructure. The Blueprint has positioned CCTA to compete for fund opportunities for EVSE by identifying need and prioritizing areas throughout the county for investment. The Blueprint also provides a best practices toolbox for our local cities and county to use for developing and adopting ordinances and policies to advance EV deployment in their jurisdiction.

County of Marin and TAM

Since 2011, the County of Marin has worked to build out EV charging station infrastructure at County owned facilities. The County of Marin has worked with partners at the state, local and federal level to identify funding opportunities in order to leverage its own funding and maximize the number of charging ports installed. Since 2011, the County of Marin has installed 45 publicly available Level 2 ports and 20 Level 2 ports for the County's fleet. Additionally, the County of Marin, in partnership with PG&E's EV Charge Network program, has an additional 22 public Level 2 ports under construction with completion expected by the first week of January 2020. This will bring the County's total to 67 publicly available Level 2 ports at seven county facilities across Marin.

Since 2011, The Transportation Authority of Marin (TAM) has provided dedicated funding for Alternative Fuel promotion and public agency rebate programs. TAM currently provides a Public Agency EV fleet rebate and Public Agency EV charger rebate program, as well as public outreach efforts to encourage cleaner transportation choices. To date, TAM has helped fund 138 Level 2 charging ports in Marin County and is on track to deliver 205 more Level 2 charging ports in the coming months. TAM also funded Marin Transit's purchase of two electric buses that are being route tested throughout the County.

Solano County and STA

In 2018, the Solano Transportation Authority (STA) was awarded a grant by the California Energy Commission to implement the Solano Electric Vehicle Transition Program. The direct product of this funding was the Solano Transition Program Plan, which would guide the implementation of the Solano EV Transition program. The objective of the program is to implement solutions to improve Solano County's readiness to deploy electric vehicles (EV). The program is designed to create a regional guidance tailored to Solano County, based on regional conditions, and implement a variety of steps to improve the county's EV readiness. The program has the following high-level goals:

- Develop and implement a streamlined permitting and inspection process for charging infrastructure;
- Develop a harmonized charging infrastructure installation process;
- Develop a Solano-specific charging infrastructure siting plan;
- Deploy trailblazer signs in the county;
- Conduct electric vehicle awareness activities;
- Provide training to local governments related to building codes; and
- Provide STA with the tools it needs to continue their work supporting electric mobility once the project is completed.

Since the plan's completion, the STA funded EV infrastructure projects in the City of Vallejo (8 publicly accessible Level 2 ports) and Suisun City (6 publicly accessible Level 2 ports) – STA will continue prioritizing and funding EV infrastructure projects through CALeVIP.

Napa County and NVTA

Napa Valley Transportation Authority's (NVTA) transportation electrification work has largely focused on the Vine transit system. NVTA was an early adopter and purchased 12 hybrid-electric buses in 2010. NVTA also purchased and installed 4 electric vehicle charging stations for public use, two are located at the Soscol Gateway Transit Center and two at the Redwood Park and Ride in the City of Napa.

NVTA is in the process of purchasing 5 fully electric buses that will be delivered in 2021. NVTA will also purchase 5 DC Fast Charging stations to charge the electric buses. NVTA is building a new bus maintenance facility that is scheduled to break ground in 2020 and will be installing 5 electric vehicle charging stations with each equipped with two ports, for the ability to charge up to 10 vehicles. These charging stations will be accessible to the public.

Napa County is adding EV charging infrastructure at County owned facilities. The County added one dual port charger to the Fifth Street garage in 2016 and is in the process of adding 18 ports (7 dual chargers and four single chargers) at the County's South Campus in 2020. For that project, the County is receiving support from PG&E and MCE. Two single port stations were also added at the County's Fleet Facility in 2019.

BAAQMD

BAAQMD currently offers its Charge! EV infrastructure and Clean Fleets vehicle incentive programs to increase EV adoption throughout the San Francisco Bay Area. The Charge! Program provides funding to purchase and install new publicly available charging stations, including Level 1, Level 2 and DC fast chargers. Since 2016, the Charge! Program has supported the installation of over 1,990 publicly accessible Level 2 charging ports and 57 publicly accessible DC Fast charging stations in the nine-county Bay Area region.

All told, these efforts collectively fall short of reaching the 2025 charging infrastructure needs projected by EVI-Pro. Additional incentives from the CALeVIP would leverage the efforts underway and provide the necessary boost to help achieve this goal.

Project Success Support

Permitting

To address existing permitting barriers, MCE has conducted outreach to city/county permitting offices and elected officials across the region to help update permit streamlining and inspection processes through compliance with AB 1236. MCE is sharing best practices across the 33 jurisdictions in its service area, as well as connecting county and city staff to the Governor's Office of Business and Economic Development that's now coordinating these efforts state-wide.

Mapping Tools

To further support charger installation, MCE can leverage access to several grid mapping tools to help participants and developers identify eligible charging sites. PG&E's Interactive DC Fast Charger Siting Map identified DCFC sites where PG&E expects an unmet need for fast charging locations by 2025, while the Solar Photovoltaic and Renewable Auction Mechanism (PV RAM) project map shows the capacity size of transmission and distribution lines (feeders) and substations. The Grid Assessor tool, which builds off the PV RAM map, will help estimate any potential interconnection cost. While not responsible for distribution level planning, MCE wants to ensure EV chargers across our service area are taking advantage of locations where there is a high need for charging and available capacity to reduce project cost and time to install.

Implementation Track Record

The Joint Agencies have a demonstrated commitment to the deployment of EVs throughout its communities in meeting its mission of reducing energy related greenhouse gas emissions and other pollutants. We have a successful track record of running EV infrastructure programs, planning, and have years of experience in grant administration, both with EV infrastructure and other types of grants. Additionally, the Joint Agencies have a history of collaboration, and would efficiently and effectively develop, initiate, and manage a regional CALeVIP project. Recent examples of this collaboration include:

- Joint Agencies are active on BAAQMD's EV Coordinating Council;
- CCTA, Contra Costa County, and MCE - among others - on the Steering Committee to complete County's EV Readiness Plan;
- TAM and MCE aligning requirements on their respective incentive programs to ensure better alignment and stackability; and
- BAAQMD and MCE doing joint outreach to engage the 4-County region in this proposal on EV incentives for income qualified residents.

Notwithstanding these efforts and the funding commitment from the Joint Agencies, it will be extremely difficult to meet the Governor's goal of 5 million EVs on California roads without additional incentives from CALeVIP. Should the Joint Agencies receive this additional funding support, we are prepared to act immediately to initiate the project. Thank you for your time and consideration of this project.

Sincerely,

MCE, Dawn Weisz, CEO

Contra Costa County

CCTA, Randell H. Iwasaki, Executive Director

Marin County, Matthew Hymel, County Administrator

TAM, Anne Richman, Executive Director

Solano County, Birgitta E. Corsello, County Administrator

STA, Daryl Halls, Executive Director

Napa County, Steve Lederer, Public Works Director

NVTA, Kate Miller, Executive Director

BAAQMD, Derrick Tang, Acting Technology Implementation Officer, Bay Area Air Quality Management District

Organizational Descriptions:

MCE launched in 2010 as the first Community Choice Aggregator (CCA) in California with a mission to address climate change by reducing energy related greenhouse gas emissions through renewable energy supply and energy efficiency at stable and competitive rates for customers while providing local economic and workforce benefits. MCE currently serves 470,000 customers across the four counties of Contra Costa, Marin, Napa and Solano. MCE is a California Joint Powers Authority governed by a Board of Directors with an elected official representing each city and county that it serves.

Contra Costa County is home to nearly 1.2 million residents, and was one of the original 27 counties established in California in 1850. Comprised of 19 cities and many established communities in the unincorporated area, it is the ninth most populous county in the state. Contra Costa County is home to agriculture and industry, and is where the Delta meets the Bay. Seven of the ten largest stationary pollution sources in the San Francisco Bay Area are located in Contra Costa County, according to the Bay Area Air Quality Management District. Highways 80 and 680 run through Contra Costa County. 25 census tracts in Contra Costa County are in the top 25 percent of the CalEnviroScreen assessment. It is important to the health of our residents that Contra Costa County convert our fleet to electric vehicles.

Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and oversee countywide transportation planning efforts. With a staff of twenty people managing a multi-billion-dollar suite of projects and programs, CCTA is responsible for planning, funding and delivering transportation infrastructure projects and programs throughout the County. CCTA also serves as the county's designated Congestion Management Agency, responsible for putting programs in place to manage traffic levels. More information about CCTA is available at ccta.net.

Marin County has a total population of about 261,000 people and is comprised of the County and 11 cities and towns. While the County of Marin has a long history in taking steps to address climate change with the adoption of our first climate targets in 2002, Marin County has also long recognized the value of strong partnerships between local government agencies as no Marin jurisdiction has more than 70,000 residents, and half of the cities and towns in the County have a population below 10,000. To achieve the local emissions reductions needed to avert the worst impacts of climate change, Marin formed the Marin Climate and Energy Partnership (MCEP) in 2007 to bring together staff from Marin's local governments and public utilities.

Transportation Authority of Marin (TAM) is dedicated to making the most of Marin County transportation dollars and creating an efficient and effective transportation

system that promotes mobility and accessibility by providing a variety of high-quality transportation options to all users. Its members – all 11 cities and towns, and all five members of the County Board of Supervisors – oversee TAMs role as congestion management agency and sales tax authority for Marin County.

Solano County is a growing community that reaps the benefits of its ideal location between the Bay Area and Sacramento. The blend of a thriving agricultural economy, supportive business community and pleasant lifestyle enhance the attraction of those who live, learn, work, and play here. The County limits residential and commercial development outside of its seven cities, thus preserving approximately 80 percent of the land for open space or agricultural uses. Solano County’s efforts to protect our climate in reducing local emissions has been coupled by new economic efficiencies and opportunities.

Solano Transportation Authority (STA) was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano. As the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4. The STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities. The STA uses an open and inclusive public involvement process through various committees made up of local elected officials, public works directors, transit operators, and interested citizens.

Napa County is one of nine counties located in the San Francisco Bay Area. The County consists of approximately 793 square miles. As of the 2010 census, the population was 136,484. Napa County is known worldwide as a premier wine grape region. The County is dominated by vineyards and open space, with few developed communities in the unincorporated areas. There are four incorporated cities and one town. The primary land use of unincorporated Napa County is agriculture. On January 15, 2019 the Board of Supervisor unanimously approved the 2019-2022 Strategic Plan. One of the five pillars is a Vibrant and Sustainable Environment and one of the strategic actions is to: Increase the number of electric vehicle charging stations in the 5th Street Garage and at the South Campus to encourage the use of more electric vehicles.

Napa Valley Transit Authority (NVTA) serves as the County Transportation Agency (CTA) for Napa County, responsible for programming state and federal transportation funds to local projects. A Joint Powers Authority (JPA), NVTA handles the county’s long-range regional transportation planning, working closely with the local, regional and federal partners to improve Napa County’s streets, highways, and bicycle and

pedestrian facilities. NVRTA also manages the Vine Transit system that serves over 1 million passengers each year, providing local fixed route service in Napa, on-demand door-to-door paratransit service and local community shuttles. NVRTA also operates the regional express routes that make connections to Vallejo Ferry Terminal, Suisun Capitol Corridor Amtrak, and El Cerrito Del Norte BART station.

Bay Area Air Quality Management District (BAAQMD) aims to create a healthy breathing environment for every Bay Area resident while protecting and improving public health, air quality, and the global climate. Through incentives and partnerships, the Air District aims to establish the Bay Area as a leading area for emissions reductions in mobile sources, land-use planning, innovative technology, and energy.