



Mayor **Gleam Davis**
Mayor Pro Tempore **Terry O'Day**

Councilmembers
Sue Himmelrich
Ana Maria Jara
Kevin McKeown
Greg Morena
Ted Winterer

June 24, 2019

Mary D. Nichols, Chair
California Air Resources Board
1011 I Street, P.O. Box 2415
Sacramento, CA 95814

Re: Docket EVSE201 - Electric Vehicle Supply Equipment Standards

Dear Chair Nichols:

I am writing on behalf of the City of Santa Monica to express support for the Board's goal to increase driver access to Electric Vehicle Service Equipment (EVSE) and allow a more consistent and transparent electric vehicle (EV) charging experience. We agree that the lack of consistency can lead to user confusion and believe improving open access and transparency are important to advancing EV adoption to achieve state and local goals.

The City of Santa Monica adopted an EV Action Plan in 2017, which has a goal of 300 public EV charge ports by the end of 2020.

We thank staff for providing information on the proposal during the EVSE Standards Rulemaking webinar on April 2, 2019 and the public workshop on November 7, 2018. Since these events, City of Santa Monica staff have further reviewed the proposed Initial Statement of Reasons, Regulation Order, and other attachments.

The City of Santa Monica is committed to increasing access to EV charging stations. Public agencies play a critical role in widespread deployment of charging infrastructure to our residents, businesses and visitors. To date, public agencies have filled the gap left by private markets, ensuring community access to EV charging, with a legacy focus on Level 2 (L2) EVSE. Our goal is to ensure public agencies can continue serving as key partners in expanding EVSE in a manner that is equitable accessible to all. In light of our shared goals, we respectfully raise the following issues for the Board's consideration.

1) We strongly support the extended phase-in compliance period to replace existing Level 2 and DCFC EVSE to the time at which the EVSE is replaced, but no later than July 1, 2033.

Based on discussions with CARB staff, we understand that staff will propose a revised compliance timeline for L2 and DCFC EVSE. The original proposal would have required compliance with the standard within five years from the date of installation, or July 1, 2023 (whichever is later). This requirement would cause significant financial hardship to public agencies that have served as key early owners and operators of EV charging infrastructure. It would mean that public agencies would have to retrofit or replace chargers currently being utilized by our communities, long before the end of their useful life. Under the originally proposed timeline, public agencies would be penalized, as public agencies do not have funding for compliance (e.g., unfunded mandate as many EVSE were installed through grant funding from the State). Additionally, other costs could be triggered to bring this infrastructure into compliance that may not have been

considered by CARB staff. This could result in unintended consequences including removal of charging infrastructure all together that is currently providing benefit to the public.

The City of Santa Monica has served as an owner-operator of public Level 2 charging for over 20 years. Page C-34 of the associated Standardized Regulatory Impact Assessment (SRIA) of the proposal states that “local government agencies own 29 publicly available networked Level 2 EVSEs” based on early municipal participants in the Low Carbon Fuel Standard program, and that “the overall compliance costs to local government agencies is anticipated to be proportional to the number of EVSEs they operate.”

However, the City of Santa Monica alone operates 70 L2 chargers providing over 100 charge port connections, with many more on the way. It is recommended that CARB staff not refer to the Low Carbon Fuel Standard program as a measure of impact on local government agencies, as it is not a comprehensive representation of what is currently deployed in our communities. Public agencies anticipate costs of at least \$5,000 per each L2 replacement for compliance and while we will replace EVSE as they break or reach the end of their useful life, we emphasize that the total costs of local government compliance will be much higher than described in the SRIA.

In summary, a five-year compliance timeline would have been counter-productive to the goals of the proposed standard. It would have removed existing infrastructure before the end of its useful life and unintentionally disincentivize or delay local agencies that were early adopters from installing chargers to avoid disproportionate compliance costs. Extending the compliance timeframe as proposed by CARB staff is a critical revision to ensure public agencies are able to have an ongoing role in providing public L2 charging in their communities. The proposed revisions provide an appropriate phase-in path for compliance. We appreciate and strongly support the revised compliance timeline advanced by CARB staff.

#2. We strongly encourage CARB’s coordination with the Center for Sustainable Energy (CSE) and the California Energy Commission to support state investment in the CALeVIP program, and encourage ongoing collaboration to align the CALeVIP program and proposed regulations.

CALeVIP is an important incentive launching across the state, helping to accelerate public charging at places where property owners are not typically motivated to initiate installations of their own accord. As proposed, the requirement poses a disincentive to participate in the CALeVIP rebate program. For example, the current list of eligible CALeVIP L2 charging infrastructure in the Sacramento region does not comply with the proposed standards. More specifically, none of the eligible L2 EVSE has point of sale (credit card) capabilities. More CALeVIP offerings will soon launch in other regions including potential CCA led programs in 2020 and 2021. By imposing new regulations that do not grandfather or exempt infrastructure currently incentivized by another state agency, the regulations will constrain the benefit of the CALeVIP program and further limit our ability to collectively meet the State’s aggressive goals for expansion of public EV charging.

#3. We look forward to continued collaboration with CARB on the monitoring and reporting aspects of the regulation.

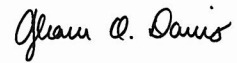
Public agencies identified a number of initial concerns about the onerous reporting requirements in the May 2019 proposal. We appreciate CARB’s proposed revisions to simplify data collection and reporting requirements for annual reporting. Local governments and other public agencies often use more than one networking company and receive data in different formats. A coordinated approach to streamline reporting processes is necessary and must engage public agencies, network providers and CARB staff. Of note is that resources local government and other public agency resources dedicate to reporting, whether staff time or funds for technical support, is public money that is diverted away from installing new EVSE in our communities.

As previously stated, many public agencies have funded existing EVSE infrastructure through grant funding. These funding sources already establish quarterly and annual reporting templates that must be completed by local government staff. In their current form, the reporting requirements may discourage or penalize public agencies from serving as public charging operators. We have limited budgets, and CARB staff has not identified funds to support this activity. We will continue to monitor and evaluate the impact of reporting on our EV programs, and encourage CARB staff to collaborate with public agencies to simplify the reporting requirements.

CARB's leadership to expand access to EVSE is exemplary, and City of Santa Monica commends the important role CARB is playing to support and amplify EV adoption. We support the intent of the proposed standard, and respectfully request the noted revisions to ensure a fair and reasonable approach to realize the State goals that do not pose undue burdens to the wide range of stakeholders necessary to actually deploy and operate EVSE. We believe this balance is critical to attain our shared vision of a zero-emission mobility future.

Thank you for your consideration and the opportunity for input.

Sincerely,

A handwritten signature in black ink that reads "Gleam Q. Davis". The signature is written in a cursive, flowing style.

Gleam Davis

Mayor