



Office of Sustainability

April 7, 2017

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

RE: Support for Volkswagen Settlement California ZEV Investment Plan-Supplemental Information

Dear Chair Nichols,

“Sacramento County strongly supports the selection of the City of Sacramento as the first Green City,” as previously stated in a letter of support from our County Executive. Sacramento County already partners with the City in advancing clean energy solutions and ZEV adoption. The County has been working with the City of Sacramento and other partners to support a Plug-In Electric Vehicle Infrastructure and Implementation Plan to deliver successful project outcomes. Working with the city, our partners, and through the Green City program, we will be able to deliver transformational outcomes for the entire Sacramento region. As the County’s Sustainability Manager I am working on the front lines with the Sacramento Area PEV Collaborative (SacPEV) to strategically identify and locate charging infrastructure to support increased EV ownership across Sacramento and the region. Our PEV Collaborative members include: City of Sacramento, Sacramento Metropolitan Air Quality Management District (SMAQMD), SMUD, Sacramento Area Council of Governments (SACOG), Sacramento Clean Cities, Valley Vision, Sacramento EV Owner’s Association, and the Sacramento Metro Chamber of Commerce. The City of Sacramento is a leader and a strong, exceptional partner that will deliver on this important opportunity, and utilize the capacity of their expansive partnerships.

It’s important that ARB and Electrify America understand the work and momentum of ZEV support and commitment that is already underway. For the County’s part our Fleet Program continues to be a nationally recognized “green clean fleet” leader. In 2016 the County’s fleet moved from #25 in the nation to #7 of the top 50 Government Green Fleets. This was largely due to: adoption of renewable fuels; sustainable fleet policies and planning; using the right sized vehicle for the job; knowing the emerging green fleet technologies; sharing the importance of green fleet management with employees and leaders; purchasing EVs and

hybrids as part of the Fleet Replacement Program; and updating county parking facilities that include EV chargers with ADA accessibility.

The county has been advancing ZEV adoption in a multitude of other ways highlighted below. In so doing, we work very closely with our PEV partners in growing capacity, sharing and leveraging resources, and maximizing opportunities. Sacramento County has invested hundreds of thousands of dollars in the following areas:

1. County Parking Facilities: Installed ADA accessible charging infrastructure (EVSE) at County parking facilities that support fleet, workplace and public charging;
2. Sacramento International Airport: Installed 12 –Level 2 chargers in the Garage, 4- Level 2 chargers in the Daily Lot, 2-DC Fast Chargers in the Call Waiting lot, and are in the process of installing 12 -Level 1 ADA accessible chargers;
3. Fleets: Fleet conversion to increase fuel efficiency; reduce use of fossil fuels, and use cleaner fuels that includes purchasing of hybrids, EV Sparks and Volts, 4-Hydrogen Toyota Mirais; with currently 4 Chevy Bolts on order. The county also opened our own CNG Fueling station in 2016 as part of the fleet conversion from LNG to CNG. The County Department of Waste Management has converted over half their Garbage Truck Fleet to CNG, and the Airport Shuttles are also CNG. In late 2016 the county started purchasing renewable diesel and CNG for our fleets.
4. Electric and More: The County has already been purchasing EV's and will continue to rotate EV's into its annual fleet replacement. The Waste Management Department is purchasing electric forklifts and will take delivery, as part of a pilot project, on two electric Transform Garbage Trucks this summer. Sacramento International Airport has applied for grant funds to be part of a ZEV pilot shuttle bus acquisition. If successful the Airport's share of the cost would be approximately \$2,652,900.
5. Policies and Permit Streamlining: Sacramento County adopted EV Permit Streamlining Procedures for expediting EV Charging Installation. In addition in 2015 the County modified its zoning and development code to allow EV Charging by right in all land uses and provides parking incentives where EV charging is installed.

Sacramento Area PEV Collaborative (SacPEV):

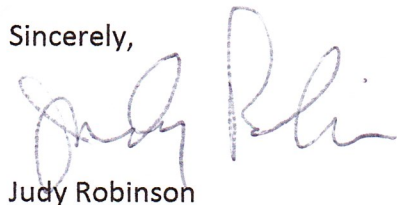
In 2015 Sacramento County assembled a multi-agency working group in order to position Sacramento to be PEV ready. PEV members were identified in the first paragraph, on page 1. In January 2016; SMUD, City of Sacramento, SACOG, SMAQMD, Clean Cities and the County entered into an Agreement for the purpose of funding and completing a "Take-Charge Sacramento Zero-Emission (ZEV) and Plug-In Electric Vehicle (PEV) Infrastructure Implementation Plan. This plan provides: current and forecasted demand for PEV chargers, identification of the quantity and types of chargers needed, and the most efficient locations for public PEV charging (see exhibit A). Information from this Plan will be used to advance installation of public charging stations in key locations throughout Sacramento and to seek grant and other funding to provide incentives for installation of these facilities. This information

is already being utilized by the City of Sacramento for informing their Green City program and by SMUD for other DOE and VW ZEV Investment Plan funding. As part of this Plan, Sacramento Clean Cities has worked with EV dealerships in doing ride and drive events, charging station ribbon-cuttings, and provided press and other media releases announcing the availability of new EV Charging.

As you can see the existing efforts and in-place collaborations are extensive and successful. We are prepared to continue to support the City of Sacramento as they roll out Green City programs and projects. There are many other important reasons to select Sacramento and I know others have submitted letters addressing these reasons. The City of Sacramento and the County of Sacramento are also leadership committee members of the Capital Region Climate Readiness Collaborative (CRCRC), along with SMUD, SACOG and the SMAQMD – critical leadership with others advancing climate resiliency across the Sacramento Region. This is not only about electric vehicles, it's about the many other important climate, environmental, social, economic and health benefits that come with it. Sacramento Green City is also taking an equity approach by including EVs, infrastructure and car share programs and opportunities in our disadvantaged communities. New clean jobs and job training will also be created to further benefit our vulnerable communities. These programs are greatly needed, viable and poised for delivery with investment.

As the County's Sustainability Manager, many of us from numerous sectors are working together to deliver solutions to make our communities healthier and enhance everyone's quality of life. Thank you for your consideration of Sacramento for this exciting program, and I ask that you select Sacramento as the Green City.

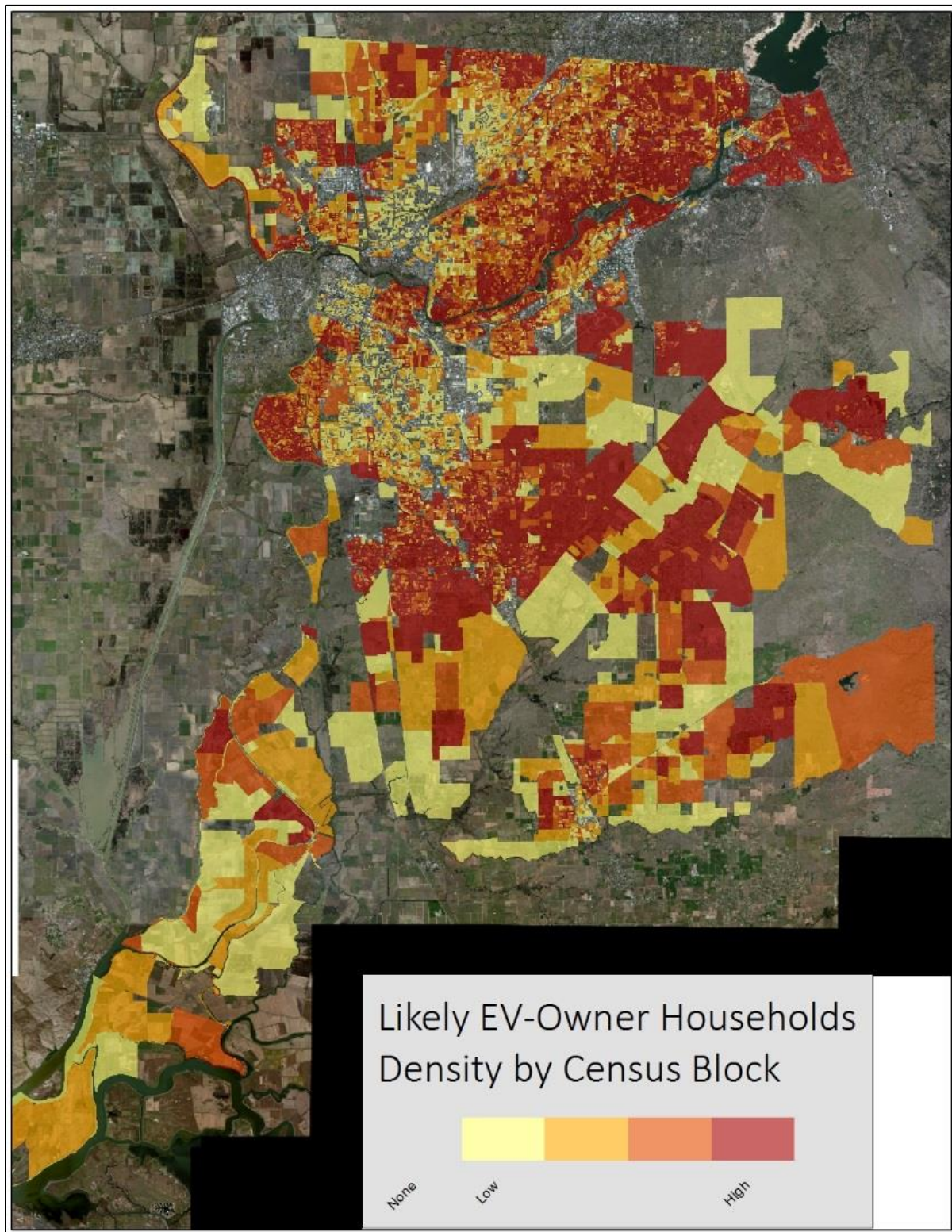
Sincerely,

A handwritten signature in blue ink, appearing to read 'Judy Robinson', is written over a light blue horizontal line.

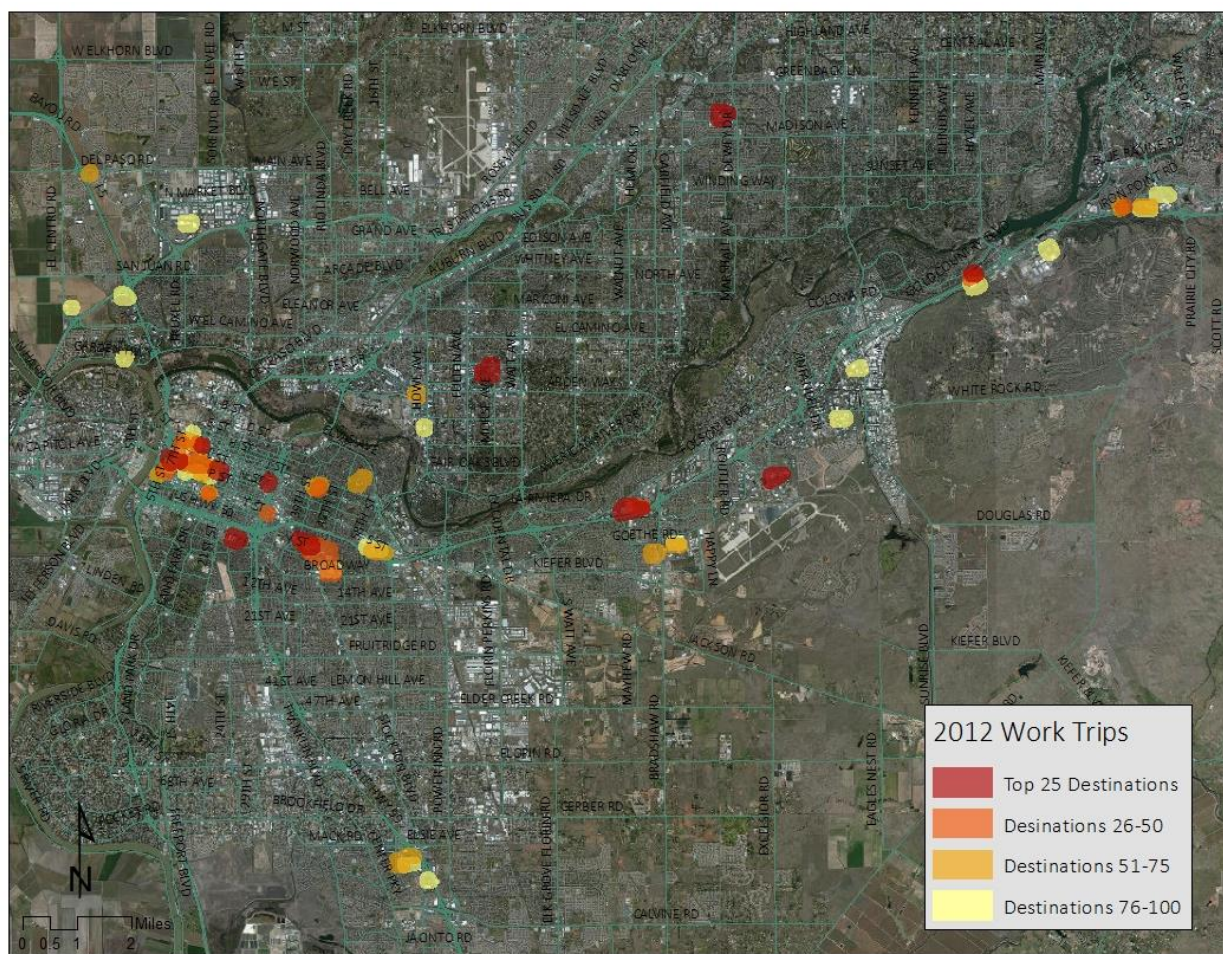
Judy Robinson
Sustainability Manager

cc: Edmund G. Brown Jr., Governor
Kevin de León, Senate President Pro Tempore
Anthony Rendon, Assembly Speaker
Doris Matsui, Congresswoman
ARB Board Members
Darrell Steinberg, Mayor of the City of Sacramento
Electrify America

EXHIBIT A - Map of Likely EV Households by parcel and census tract
This map illustrates the large potential for residential EV charging.



Example of one of the four Trip Tables created with SACSIM trip data



Excerpts from the Sacramento PEV Infrastructure Implementation Plan:

Four trip tables were created with SACSIM trip data. Two of these use 2012 trip data, and break apart commute trips (called work trips) from other trip purposes such as errands, shopping, medical appointments, et cetera (called non-work) trips. The other two trip tables use 2036 trip data with the same two designations of work and non-work trips.

These trip purposes were separated because they have a few crucial differences that influence EV charging. A vehicle is likely to be parked at a workplace destination for upwards of 10 hours, depending on the length of the individual's workday. A 10-hour layover allows for Level 1 and 2 charging infrastructure, which charges EVs more slowly than the rapid and more expensive DC Fast Chargers. Non-work trips are oftentimes errands, shopping trips, and appointments where a vehicle would be parked anywhere between a few minutes and a few hours. These destinations would be better served by Level 2 and DC Fast Chargers.

These trip tables are illustrated by maps that show the top 100 destinations of likely EV trips, broken apart by years and by trip purpose. These maps provide actionable information for the prioritization of EV infrastructure investments throughout Sacramento County.