

Accelerate to Zero (A2Z) Electric Vehicle Strategy

Advisory Committee Meeting
October 20, 2022

Agenda

Welcome and Intros
Project Update
Stakeholder Engagement
A2Z Strategies
Funding
Wrap Up



Introductions

Please share a brief introduction in the chat

Project Update

Delivering a better world

Project Update



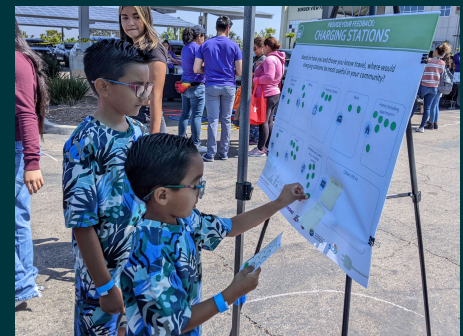
Stakeholder Engagement Update

Engagement Activities

Phase	Timing	Activities	
1) Barriers, Opportunities, and Guiding Principles	April – June 2022	<ul style="list-style-type: none">- Core Project Team- Steering Committee- Advisory Committee	<ul style="list-style-type: none">- Online Questionnaire- Five Outdoor Workshops- Webpage
2) Feedback on Draft Strategies	Sept/Oct 2022	<ul style="list-style-type: none">- Core Project Team- Steering Committee- Advisory Committee	<ul style="list-style-type: none">- Online Questionnaire- Webpage
3) Present Final Strategies and Thank You	Jan – Mar 2023	<ul style="list-style-type: none">- Core Project Team- Steering Committee- Advisory Committee	<ul style="list-style-type: none">- Supplemental events led by Core Team- Webpage

Phase 1 Engagement Summary: Key Findings

- Broad interest in personal EVs across SD
- Less informed about shared EV mobility options (buses, rideshare)
- Common Reasons against EV purchasing:
 - Access to charging
 - Costs of an EV
 - Lack of desire to switch from current vehicle
- Charging stations are desired especially in 'Homes', 'Shopping Centers', and 'Work'
- Participants noted a lack of opportunities to learn about EVs and available vehicles
 - Online media sources and word-of-mouth most desired
 - Most familiarity with hybrid gas-electric vehicles due to lack of range with battery EVs
 - Some interest in learning about hydrogen-powered vehicles
- FAQs around availability/supply chain of EVs, costs to own EV, and the cleanliness of the electricity source



Phase 1 Engagement Summary: Community Perceptions of ZEVs

Community-perceived benefits



Reduction in GHG emissions



Improved air quality



Quieter vehicle operation



Savings from fuel costs

Community-perceived drawbacks



Higher upfront costs



Difficult to fix or maintain on your own



Lack of desired range



Lack of access to charging

Phase 2 Questionnaire

Questionnaire is still open

- 22 responses to date

Response Trends:

- General appreciation of the Strategies
 - Particularly equitable ZEV infrastructure distribution and education/workforce strategies
- Concern about utility infrastructure's ability to support increased ZEVs
- Grants will be needed to make EVs accessible for many

Accelerate to Zero Emissions (A2Z) Strategy *Acelerar a Cero Emisiones (A2Z, por sus siglas en inglés)*

Help us work towards making
Electric Vehicles accessible for all —
complete this short questionnaire:

<https://bit.ly/A2ZPhase2>



Ayúdenos a trabajar para hacer que
los vehículos eléctricos y de cero
emisiones sean accesibles para todos
completando este cuestionario breve:

<https://bit.ly/A2ZPhase2Spanish>



For more information on the A2Z Strategy, go to:
Para más información sobre la Estrategia A2Z, visite:

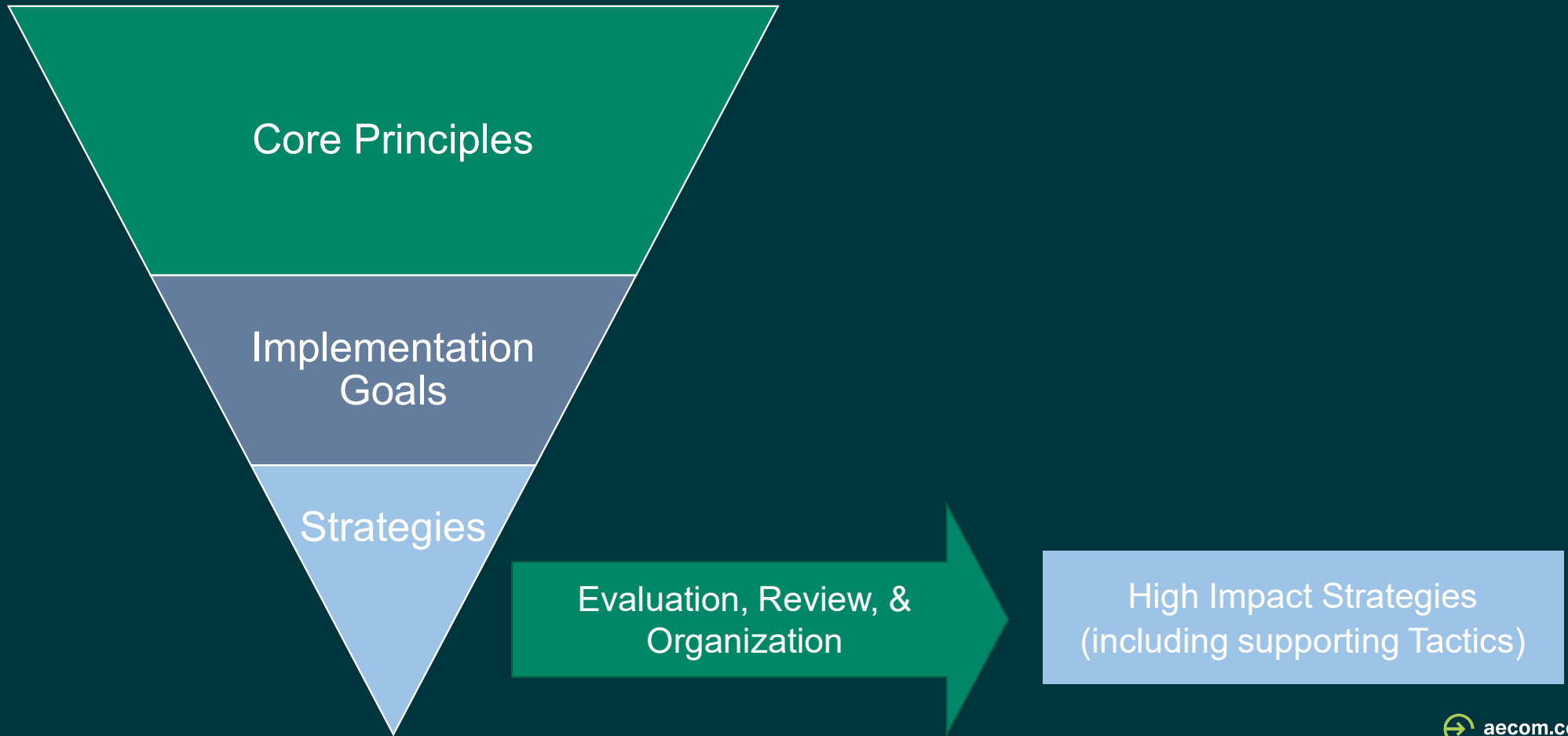
www.a2zsandiego.com



A2Z Strategies

Delivering a better world

Strategy Prioritization Approach



Draft Strategies

1

- Facilitate an increase in the percentage of vehicle miles traveled (VMT) that is zero-emission (ZE) by implementing ZE programs and encouraging fleet electrification.



2

- Work with local jurisdictions and public/private property owners to accelerate publicly accessible ZE infrastructure to better support local ZEV drivers.

3

- Accelerate ZEV infrastructure implementation in rural areas and communities of concern to achieve equitable and accessible siting of ZEV chargers in all San Diego communities.



4

- Work with local and regional stakeholders to provide equitable and accessible education and outreach about ZEVs for the public and local communities to increase ZEV awareness and adoption.

Draft Strategies

5

- Support skills training and workforce development programs specialized for the ZEV industry to support regional economic growth.



6

- Support policies and programs at all governmental levels to encourage and facilitate ZEV adoption by helping lower policy and financial adoption barriers.

Draft Strategies

7

- Update building codes and streamline ZE infrastructure permitting process to facilitate ZE infrastructure deployment, with focus on multi-family housing and higher density residential and/or commercial areas.



8

- Ensure sufficient local grid capacity for projected ZEV demand through grid enhancements and utility program design.

9

- Encourage and support fleet transition (e.g., transit, municipal, private, goods movement, micromobility) to zero emissions.



10

- Support innovation and regional collaboration to transition cars, trucks and buses to ZE through trends and funding opportunities for innovative pilots and strategies.

All Strategies

1

- Facilitate an increase in the % vehicle miles traveled (VMT) that is zero-emission (ZE)

2

- Work with local jurisdictions and public/private property owners to accelerate publicly accessible ZE infrastructure

3

- Accelerate ZEV infrastructure implementation in rural areas and communities of concern

4

- Work with local and regional stakeholders to provide education and outreach about ZEVs

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- Support skills training and workforce development programs specialized for the ZEV industry

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- Support policies and programs at all gov't levels to encourage ZEV adoption

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- Support innovation and regional collaboration to transition cars, trucks and buses to ZE

Activity—Strategy Impact

Strategy Impact

1

- Facilitate an increase in the % vehicle miles traveled (VMT) that is zero-emission (ZE)

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- Work with local jurisdictions and public/private property owners to accelerate publicly accessible ZE infrastructure

3

- Accelerate ZEV infrastructure implementation in rural areas and communities of concern

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- Work with local and regional stakeholders to provide education and outreach about ZEVs

5

- Support skills training and workforce development programs specialized for the ZEV industry

How Impactful Are These Strategies?

1 = Low Impact
5 = High Impact



Strategy Impact

How Impactful Are These Strategies?

1 = Low Impact
5 = High Impact

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- Support innovation and regional collaboration to transition cars, trucks and buses to ZE

Discussion

Funding

Delivering a better world

National EV Infrastructure (NEVI) Program

Established through federal Infrastructure Investment and Jobs Act (IIJA) aka Bipartisan Infrastructure Law (BIL)

Establish a nationwide, interconnected network of publicly available EV chargers along Alternative Fuel Corridors

- 4 DC Fast Chargers (CCS Connectors) per location
- Max 50 miles between stations, Max 1 mile from highway

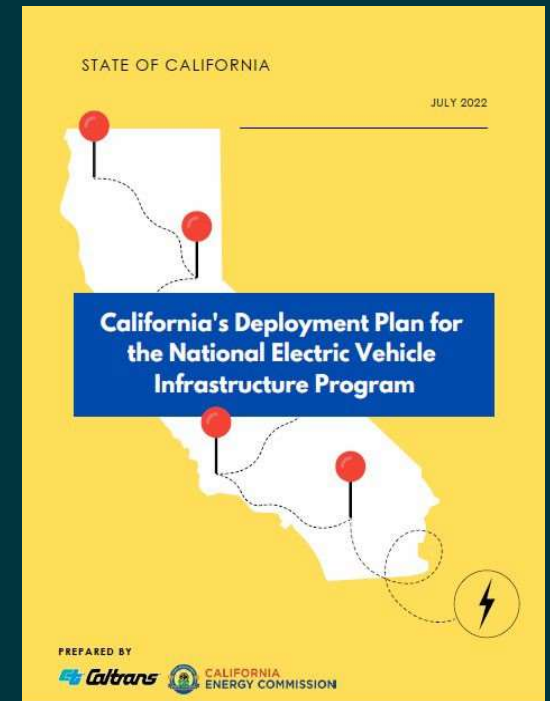
CA to receive ~\$384 million over 5 years

- Caltrans partnered with CEC to manage grant program
- CEC planning 4 rounds of grants, first round in Q1 2023
- Grant applicants to be private entities
- San Diego included in Round 1 and likely Round 4 (still to be finalized by CEC)

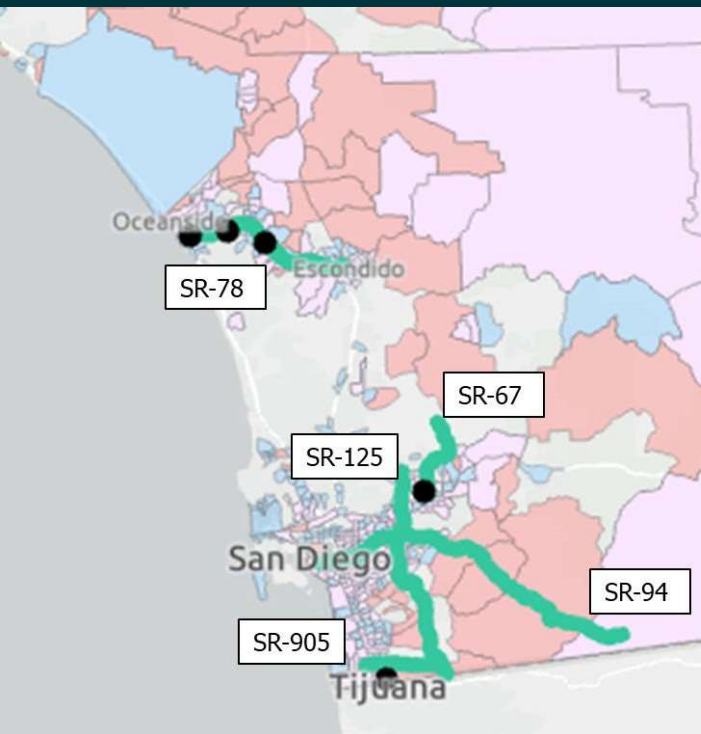
NEVI Implementation Timeline

Milestone	Time
Caltrans submits draft CA NEVI plan to Feds	June 8, 2022
CEC/Caltrans pre-solicitation workshops on state's NEVI funding approach	Sept 7-8, 2022
Federal approval of CA NEVI Plan	Sept 14, 2022
Anticipated first round of solicitation release	Q1 2023
Subsequent rounds of solicitation releases	Q3 2023, Q1 2024, Q3 2024

CEC's NEVI site: <https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-program-nevi>



Proposed Corridor Group #15



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR125: Santee to Otay Mesa	2	8	SR125/SR52 (Santee), SR152/SR905 (Otay Mesa)
SR94: San Diego to Dulzara (Tecate)	2	8	SR94/I-5 (San Diego)
SR905: San Diego to Otay Mesa	2	8	SR905/I-5 (San Diego), SR905/SR125 (Otay Mesa)
SR78: Oceanside to Escondido	1	4	-
SR67: El Cajon to Eucalyptus Hills	1	4	-
Total:	8	32	



- Legend**
- Stations that meet NEVI Criteria
 - Disadvantaged and/or Low-income Communities designated by both California and Justice40
 - California-designated Low-income and/or Disadvantaged Communities
 - Justice40-designated Disadvantaged

Source: CEC
NEVI Workshop,
9/8/22

Proposed Corridor Group #16



Legend

- Stations that meet NEVI Criteria
- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-8: San Diego to El Centro	2	8	-
I-15: San Diego to Murrieta	2	8	I-15/I-5 (San Diego) I-15/I-215 (Murrieta)
I-805: San Diego to San Ysidro	2	8	I-805/I-5 (San Diego) I-805/I-5 (San Ysidro)
Total:	6	24	

Source: CEC
NEVI Workshop,
9/8/22

NEVI Program Corridor Ranking Results

Rank	Group	Group Score
1	7	57.67
2	16	53.33
3	20	50.00
4	6	49.00
5	14	48.75
6	19	49.00
7	1	47.33
8	12	45.83
9	8	40.00
10	2	37.67

Rank	Group	Group Score
11	4	37.00
12	5	31.00
13	9	30.67
14	3	30.50
15	13	29.50
16	18	27.00
17	15	24.40
18	10	22.50
19	17	22.00
20	11	17.25

Source: CEC NEVI Workshop, 9/8/22

Discussion

What's Next?

- Toolkit of high impact strategies will be developed for review
- A draft plan and presentation will be developed
 - Literature review and best practices
 - Existing conditions and characteristics
 - Strategy toolkit
 - Site-specific strategies
 - Network-wide strategies
 - Equity considerations
 - O&M considerations
 - Funding and incentive opportunities
- Final plan will be developed based on stakeholder and community feedback

Link to Phase 2
Questionnaire:



Thank you.

