

Attachment: Public Comments on City of Sacramento Draft EV Strategy

This Attachment presents public comments submitted on the City’s EV Strategy, including a summary of commenters and City responses. This attachment summarizes key themes that City staff identified in comment letters. Full comment letters are available for reference, following the staff summary.

To solicit input on the October Public Draft EV Strategy, the City hosted an online electronic comment form from October 19 – November 15, 2017. The City received a total of 18 comments from an array of stakeholders, including residents, EV charging providers, public health organizations, government entities, ZEV manufacturers, and non-profit organizations. Additionally, the City also received separate verbal and written comments on the plan. This attachment only includes written comments that were officially submitted via the City’s online comment form. However, the City considered all written and verbal comments in updates to the Strategy. Below is a summary of common themes and City staff responses. Relevant comment letters submitted via the online portal are referenced by Attachment page number.

Theme		Response	Comment Page #
CITY GOALS	1. Encourage the development of strong City fleet goals, including goals for zero emission heavy duty vehicles as well as off-road maintenance and operation equipment	Refer to actions under category 5.1 (Increase zero-emission vehicles (ZEVs) in the City fleet). These actions identify ZEV targets for light-duty vehicle replacements, and would authorize Fleet Services to procure ZEVs for any vehicle category when suitable options are identified.	A-6, A-10
	2. Consider a similar fleet goal to AB 739 which requires 30% of new state fleet purchases to be zero emission by the end of 2030	Refer to Action 5.1.1, calling for 50% of annual purchases to be ZEV.	A-6
	3. Regard Governor’s goal of 1.5 million ZEVs as a minimum target, not a maximum goal, with the corresponding impacts on expected numbers of EVs deployed, charging stations installed, etc.	The Strategy was updated to present a ZEV target that would be consistent with the Governor’s target. Refer to revised Goal 1 (page 26) and new discussion of ZEV targets on page 27.	A-19
EQUITY	4. Ensure ZEV strategies are embedded into the city's transportation planning and decision-making; create a more equitable and inclusive transportation system	The role of ZEVs in the City’s transportation planning is addressed on page 17. Actions in the strategy further identify how the City plans to improve City processes for more equitable access to ZEVs and improved mobility, beginning on 30.	A-19

EV STRATEGY- Attachment A

Theme	Response	Comment Page #	
EQUITY	5. Embrace uplifting disadvantaged communities with new businesses and new jobs; bring green technology to the proposed Del Paso Heights' Entrepreneurship Center and partner with Grant Union High School GEO Academy	Refer to actions under category 6 (Economic Development Innovation), which identify how the City seeks to expand opportunities such as these. Actions in category 8 (ZEV Access) address increasing opportunity and access to disadvantaged and low-income communities.	A-26, A-27
	6. Consider how the City will track Electrify America's investments to ensure they fulfill their commitment to spend 35% in DACs	The City will collaborate with Electrify America and the California Air Resources to support Green City monitoring and evaluation.	A-2
	7. Include goal stating: Ensure fairness in pay and labor policies and practices, where applicable. EV strategies should promote local and targeted hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.	The Strategy was updated to address job training and employment opportunities in a revised Goal 5 (page 26). Refer to Action 6.2.6 and 7.1.2, which address local hire and targets for employment of residents from disadvantaged communities. Further analysis and engagement is needed before the City can determine appropriate methods to achieve these goals through either private development or public projects.	A-19
	8. Include a robust outreach plan targeting consumer awareness	Refer to 7.2 (Collaborate with local agencies and partners to monitor and promote local ZEV deployment). The Strategy identifies first steps towards developing consumer outreach. As a result of this strategy, staff would develop more comprehensive plans for engagement.	A-6
	9. Ensure outreach materials are offered in multiple languages and outreach is coordinated with local community-based organizations	In implementation of the Strategy, staff will work with partners to try and ensure that materials are translated as appropriate to reach target audiences.	A-19

EV STRATEGY- Attachment A

Theme		Response	Comment Page #
GREEN CITY	10. Electrify America Investment Plan could have the effect of displacing needed investment to support shared use mobility and electric vehicles from other sources, including the City of Sacramento and the Sacramento Municipal Utility District	<p>The City and other agency partners have limited resources to invest in ZEVs. This Strategy provides new guidance to help the City prioritize where public investment should be considered, while identifying opportunities to leverage other private investment opportunities.</p> <p>The Strategy was updated to clarify that appropriate public investment may still be considered. Refer to updated Goal 8 (page 26).</p>	A-28
	11. Ensure streamlined processes are accessible to all vendors, not just installations with Electrify America	<p>The Strategy was updated with footnotes to clarify that the streamlining processes are proposed for all vendors. Refer to Action 1.1.4 and 3.1.3. However, Electrify America is making an unprecedented \$44 million investment in a compressed timeframe. Accordingly, Electrify America is addressed separately under action category 3 (Electrify America Green City Initiative) to identify the City's role and emphasize the importance of City engagement.</p>	A-3
HYDROGEN	12. Identify existing context and opportunities for hydrogen infrastructure and fuel-cell electric vehicles (FCEVs)	<p>The Strategy was updated to include more context on hydrogen. Refer to new text on page 15 and 23.</p>	A-30
	13. Expand visibility of publicly-available hydrogen fuel cell vehicle technology and fueling options	<p>The Strategy definition of ZEVs includes both FCEVs and EVs. Refer to definition on page iv. Actions throughout the strategy call for increasing awareness and access to ZEV technology, which implicitly includes FCEVs. Minor revisions were made to existing actions to ensure that "ZEV" was used where FCEVs may be appropriate.</p> <p>The Strategy was updated to reorganize existing actions and better identify other types of ZEV technologies (refer to Action 2.2, Advance other types of ZEV technologies). A new item was included, to address City support for future hydrogen fueling infrastructure applications (refer to 2.2.5).</p>	A-30, A-31

EV STRATEGY- Attachment A

Theme		Response	Comment Page #
HYDROGEN	14. Include targets for hydrogen infrastructure	The Strategy was updated to include a new target for hydrogen fuel stations, as presented in Table 2 (page 28).	A-30
	15. Commit to securing locations for hydrogen fueling infrastructure accessible to the public	Refer to Action 2.2.5, where the Strategy identifies support for third-party efforts. Due to the higher costs associated with hydrogen fuel cell infrastructure, public commitment to secure locations or funding is not proposed in this Strategy.	A-6
CHARGING INFRASTRUCTURE	16. Explore how the City and partners can support the expansion and accessibility of EV charging infrastructure	Actions propose how the City intends to expand EV infrastructure and increase access. Refer to actions starting on page 30, especially categories 1 (Community Charging and Infrastructure), 4 (City Facility Charging Infrastructure), and 8 (ZEV Access).	A-3, A-5, A-6, A-8, A-20, A-29
	17. Does the City plan to provide a permanent curbside program open to other vendors?	Yes. Action 1.4.2 calls for creation of permit guidance to allow curbside charging in the right-of-way, which is not limited to a certain vendor. Actions in the Strategy identify minimum criteria for the program (see 1.4.3, 1.4.4, 2.2.6, 6.2.6, and 7.2.9).	A-2
	18. Stress renewable electricity sources as a key component of the plan; commit the City to contribute or invest in sustainable components of EVs	Refer to Goal 11 and Action 6.3.4, which support renewables as part of the City's ZEV efforts.	A-7
	19. Adopt EV-ready building codes that exceed CalGreen mandatory codes (e.g., a 20% EV-ready standard for new commercial and multi-family construction)	Staff have considered both public and internal feedback on exceeding CalGreen standards. Additional time is needed to fully evaluate the issue prior to developing a recommendation. See revisions in Action 1.2.1, which calls for the City to evaluate options to advance charging infrastructure in new development and provide recommendations to City Council. City staff will further analyze the issue and engage additional key stakeholders, including the development community. The Strategy also calls for the City to develop resources for use in pre-application meetings to begin encouraging EVSE in new development (see 1.2.2).	A-2, A-12, A-13
	20. Recommendations that EV charging stations should be defined as a separate land use for streamlining purposes, not to increase permit requirements	Refer to Action 1.3.3, which was updated to clarify intent. Code amendments would only apply to EVSE when it serves as a primary land use, in order to provide potential streamlining and allow greater distribution.	A-3, A-14
	21. Explore ways the City can streamline permit processes for vendors and residents to reduce wait-time and costs for EV chargers and wall connector installation	Refer to Action 1.1.4, 1.1.5, and 1.1.6.	A-3, A-13, A-14, A-34

EV STRATEGY- Attachment A

Theme		Response	Comment Page #
CHARGING INFRASTRUCTURE	22. Add a section when discussing the City garage filling past 5% occupancy, and explain why applicants may be unable to get discounted parking, or denied an EV parking pass for a garage.	Refer to discussion on page 6, which describes current EV Parking Program structure. Actions in the Strategy call for updates to the EV Parking Program. Refer to Action 4.2.2. Currently, many City garages have waitlists, which also apply to EV drivers. Applying to the EV Parking Program does not currently allow EV drivers to bypass garage wait lists. The Strategy calls for evaluation and updates to the EV Parking Program, which may include consideration of the waitlist process.	A-17
MOBILITY	23. Prioritize actions for ZEV mobility services, including rideshare, vanpooling, carpooling, and first-mile, last-mile planning	Several actions prioritize or address the role of shared mobility services and first-mile/last-mile mobility issues, including Action 1.4.2, 2.2.2, 2.2.3, 2.2.6, 3.1.6, 5.1.8, and 5.2.4.	A-7, A-16
	24. Support discussion and collaboration with key transit actors (Sacramento Regional Transit District and the Sacramento City Unified School District) for transition to zero emission transit and school bus fleets	Refer to Action 5.2 (Support electrification of public and private fleets). The Strategy was updated to reference existing partnerships for ZEV school bus deployment (see page 12). Action 5.2.2 was updated to include school districts and call for an accelerated transition of bus fleets to ZEV models.	A-15, A-19

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Jennifer Venema
Sustainability Manager
City of Sacramento
915 I Street
Sacramento, CA 95814

November 15, 2017

RE: CHARGEPOINT COMMENTS ON THE SACRAMENTO ELECTRIC VEHICLE STRATEGY

I. INTRODUCTION

ChargePoint respectfully submits these comments in regards to the October 2017 Public Draft Sacramento Electric Vehicle Strategy.

ChargePoint is the largest electric vehicle (EV) charging network in the world, with charging solutions for every charging need and all the places EV drivers go: at home, work, around town and on the road. With more than 42,000 independently owned charging spots, including more than 356 ports in the City of Sacramento, and more than 7,000 customers (including workplaces, cities, retailers, apartments, hospitals and fleets), ChargePoint is the only charging technology company on the market that designs, develops and manufactures hardware and software solutions across every category. Leading EV hardware makers, automakers and other partners rely on the ChargePoint network to make charging station details available in mobile apps, online and in navigation systems for popular EVs. ChargePoint drivers have completed more than 30 million charging sessions, saving upwards of 29 million gallons of gasoline and driving more than 716 million gas-free miles.

II. DISCUSSION

The following are ChargePoint's comments on the Draft Electric Vehicle Strategy, listed by page number in the order found in the Draft.

- p.4—To maintain consistency in the Strategy, ChargePoint recommends that you list the vendors you have worked with to provide public charging. On page 4, it seems that the Draft is referencing ChargePoint chargers. Our technology allows the City to come up with unique and fitting pricing schemes, and change pricing on an as needed basis.
- p.8—Does the City of Sacramento plan to create a more permanent curbside program open to other vendors? Given that AB 1452 passed in this past legislative session, it seems like a great time to expand the program across the City.
- p.8—How will the City of Sacramento track disadvantaged community investments to ensure that at least 35% of Electrify America investments in the City are going towards those communities?
- p.18—ChargePoint recommends that the City of Sacramento adopts an EV ready building code that goes above the CALGreen Mandatory and Voluntary (both tiers) for new multifamily construction. By getting a building ready for EVSE during the construction phase, most of the installation costs are eliminated. In cases of large alterations or expansions (e.g. when a parking lot is ripped up), it might also make sense to have building codes for existing multifamily buildings.
- p.23—Regarding numbers 1.1.2, 1.1.4, 1.1.5, and 1.1.6, ChargePoint commends the City of Sacramento for streamlining its EVSE permitting process, in accordance with AB 1236.

- p.24—Regarding number 1.3.3, does this relate to land use zoning laws, or permitting classifications? If the former, ChargePoint recommends that EVSE be an accessory to the property's existing land use. If the latter, we support EVSE to have its own separate category for streamlined permitting purposes.
- p.25—Regarding number 1.4.2, ChargePoint recommends adding ZEV mobility services to the list of priority applications.
- p.25—Regarding number 1.4.4, ChargePoint recommends considering other methods to ensure high charging turnover, for example queuing (i.e., Waitlist), or in the case of low-income/disadvantaged communities instituting a fee after an initial grace period.
- p.26-- Regarding number 2.1.3, ChargePoint believes that the City should have a streamlined permitting process for all EVSE vendors, not just installations with Electrify America.
- p.26—Regarding numbers 2.1.4 and 2.1.7, the City of Sacramento should encourage market competition and work with all industry players for site acquisition and bringing more EVSE to the City.
- p.28— ChargePoint recommends that the City of Sacramento adopts an EV ready building code that goes above the CALGreen Mandatory and Voluntary (both tiers) for new nonresidential construction. By getting a building ready for EVSE during the construction phase, most of the installation costs are eliminated. In cases of large alterations or expansions (e.g. when a parking lot is ripped up), it might also make sense to have building codes for existing nonresidential buildings.

- p.29—Regarding number 4.1.7, the City can use smart chargers to gather the desired data.
- p.32—Regarding Section 5.3, ChargePoint recommends that the City of Sacramento adds a bullet point: “Identify potential locations for fast charging depots/hubs for autonomous, shared, electric vehicles”.

III. CONCLUSION

ChargePoint appreciates the opportunity to submit these comments and looks forward to continuing to work with the City of Sacramento, as well as other stakeholders, in order to achieve municipal mobility and climate goals.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "A. Harrison".

Anthony Harrison
Director, Public Policy
ChargePoint, Inc.
anthony.harrison@chargepoint.com



Electron Vehicle Feedback form

Submitted On: October 22nd, 2017 @ 5:25pm

Full Name	Beilul Naizghi
Email	bnaizghi@nwsac.org
Comment	<p>I would like some consideration going forward about what businesses and community centers are around the public EV chargers. I often go to charge my car at a SMUD or Chargepoint station a couple of times a week and the main consideration is - "Is there a coffee shop close by?" I need to sit for an hour or two to charge and I need somewhere to be. There are many charging spots at Walgreens or at city police stations and there are no walking distance restuarants, cafes, or really anywhere to sit down! Practically, am I supposed to sit in my car for two hours reading?? This seems like a missed marketing/revenue opportunity. I gladly charge mostly at the Sac Natural Foods Co-op and give my business to their cafe because they have EV chargers. I also appreciate the report's concern for multi-family unit infrastructure. I love my EV and I am very excited to be a part of Sacramento's EV future.</p>
Would you like to receive email updates about the EV strategy?	Yes

Electron Vehicle Feedback form

Submitted On: November 14th, 2017 @ 5:20pm

Full Name	Bonnie Holmes-Gen
Email	bonnie.holmes-gen@lung.org
Comment	<p>As Senior Director for Air Quality and Climate Change, American Lung Association in California I strongly supports the city's EV strategy as a critical step forward to reduce smog, soot and climate pollution in our region and to help boost the market for EVs statewide. I also support the goals for increasing EVs in City fleets and encourage you to make the city fleet goal as for EVs as strong as possible. Please consider the following strengthening changes: 1) Include an EV infrastructure plan in the strategy to ensure widespread access to charging, 2) Add a plan for more general outreach and advertising about the benefits of using ZEVs and the availability of charging to raise consumer awareness in addition to outreach events. 3) Include a plan and strategy for ensuring equitable access to ZEVs in Sacramento, including an outreach plan for environmental justice communities. 4) Commit to securing locations for FCV fueling infrastructure accessible to the public 5) Following the passage of Assembly Bill 739 (Chau – 2017), California will expand the use of zero emission technologies within the public fleet of heavy duty vehicles. By the end of 2030, 30 percent of new state fleet purchases will be zero emission. Sacramento should consider a similar fleet goal for zero emission heavy duty vehicles. Thank you for your attention to my comments. Bonnie Holmes-Gen</p>
Would you like to receive email updates about the EV strategy?	Yes

Electron Vehicle Feedback form

Submitted On: November 10th, 2017 @ 1:19pm

Full Name	Cayla McDonell
Email	caylamcd@gmail.com
Comment	<p>The plan does consider renewable electricity sources, but I want to really stress that this should absolutely be a key component of this plan and I agree with this strategy. In addition, there should be a long-term goal to contribute in some way (partner with local universities, EV manufacturers, etc...) or invest in sustainable components of EVs. Technologies are advancing at a rapid pace to make materials that usually are plastic or contribute to enormous GHG emissions instead replaced by more sustainable materials that are just as good or better as their unsustainable counterparts. This tech could attract more innovative students to local schools, business opportunities, etc that would contribute to the economy and make our transportation sector truly sustainable. I would also like to encourage that rideshare or first-last mile planning is considered in this strategy, as well as a way to get not only the City of Sacramento, but also adjacent cities that make up the greater Sacramento area to consider rideshare/first-last mile planning in their planning guidelines. EVs should not simply replace the SOV transportation system that is currently in place, but rather be coupled with a strategies across the greater sacramento area to reduce SOV and improve the multi-modal transportation system.</p>
Would you like to receive email updates about the EV strategy?	Yes



Electron Vehicle Feedback form

Submitted On: November 11th, 2017 @ 6:30pm

Full Name	Chris Tucker
Email	ctucker1@gmail.com
Comment	Regarding strategies under 1.4, I would encourage the city to allow private persons and corporations to apply to put connections in the city planter strip in the downtown and midtown areas. This is where people are less likely to have off-street parking available, and so local property owners will need mechanisms to charge the car. The property owner could provide the power connection, or possibly by SMUD. However the ability to charge at home should not be the exclusive preserve of those with driveways or garages, and the only solution to this is a distributed set of local charging locations. The quickest way to do this is by getting private involvement in the creation and funding of the charging infrastructure.
Would you like to receive email updates about the EV strategy?	Yes



Electron Vehicle Feedback form

Submitted On: October 25th, 2017 @ 9:08am

Full Name	Flint Sheffield
Email	fjsheffield@outlook.com
Comment	As a cyclist, I'm tired of chocking on exhaust downtown. Go letric
Would you like to receive email updates about the EV strategy?	Yes



November 8, 2017

City of Sacramento
915 I Street
Sacramento, CA 95814

RE: City of Sacramento 2017 Electric Vehicle Strategy Plan

Dear City of Sacramento Staff,

DANNAR, a leader in zero-emission off-road equipment technologies, strongly supports the City of Sacramento's effort to develop an EV Strategy to advance the use of zero emission vehicles in Sacramento.

DANNAR has developed a robust off-road battery-electric mobile platform offers multi-function capabilities that can efficiently replace multiple pieces of single-purpose, conventional diesel equipment to significantly eliminate toxic diesel emissions and reduce greenhouse gas emissions. The innovative, multi-purpose zero-emission platform, the Mobile Power Station (MPS), can be configured easily work with up to 250 commercially available work attachments and tools that can lift, grab, push, extract, and haul to allow for flexible use to address daily operations and maintenance, as well as provide up to 200kWh of emergency power for disaster response for the City of Sacramento.

DANNAR strongly supports the City's goal to become the ZEV Green City Capital of California and foster emerging vehicle and equipment technologies. Accelerating the deployment of off-road ZEVs will deliver multiple environmental and economic benefits to Sacramento. Existing fossil fuel operation and maintenance equipment and back-up emergency generators are a major source of greenhouse gas emissions, NOx, and toxic diesel particulate pollutants. The continuous idling of the medium- and heavy-duty equipment accounts for a sizable portion of greenhouse gas emissions and unacceptable toxic pollutants and associated exposures to impacted communities. In order to reduce emissions, accelerate the deployment of ZEVs across all sectors, and improve the City's equipment efficiency, DANNAR strongly recommends the City of Sacramento expanding fleet replacements to include off-road maintenance and operation equipment in the City's ZEV Goals Performance Targets.



DANNAR appreciates the development of the EV Strategy Plan to advance the use of zero emission vehicles in Sacramento. DANNAR looks forward to working the City and stakeholders to achieve and carry out the goals, targets, and actions to accelerate the deployment of ZEVs in Sacramento.

Sincerely,

A handwritten signature in black ink that reads "Gary Dannar". To the right of the signature is a small handwritten mark that looks like "(A)".

Gary Dannar
Founder & CEO
DD Dannar, LLC



Mayor Darrell Steinberg and City Council
 City Hall
 915 I Street, 5th Floor
 Sacramento, CA 9514

November 15, 2017

RE: 2017 Public Draft EV Strategy

Dear Mayor and Council,

Thank you for the opportunity to provide comments on the City's 2017 Electric Vehicle Draft Strategy (Draft Strategy).¹ Tesla fully agrees with the City's goal to advance the adoption of electric vehicles (EVs) and zero emission vehicles (ZEVs).

Tesla, an American company headquartered in Northern California, is the world's leading manufacturer of fully electric, highway-capable vehicles and EV powertrains. The Company maintains research and development, manufacturing, and production facilities in California and Nevada. Tesla was instrumental in reviving interest in EV technology with its introduction of the Tesla Roadster in 2008, the Model S in 2012, and the Model X in 2015. With each model, the Company proved that modern EVs could deliver performance, range, technology, safety, and style in a completely emissions-free vehicle. Tesla recently released the Model 3, which captures these same attributes in a mass-market electric vehicle.

Recommendations

We support the proposed near-term actions and encourage the City to put increased emphasis on EV charging infrastructure. Specifically, we recommend that the City put added emphasis on:

- Developing policies to advance EV parking in multi-unit dwellings (MUDs) and workplaces
- Streamlining planning and permitting to reduce installation timelines for EV chargers and wall connectors

1. Develop policies to advance EV parking in MUDs and workplaces through a 20% EV make-ready requirement:

For most consumers, access to charging makes the difference between buying an electric vehicle or buying a traditional gasoline-powered vehicle. EV charging represents one of the key challenges to EV adoption today. Concerns about range and the amount of time it takes to charge creates barriers to adoption, particularly for pure battery electric vehicles. Access to Level 2 charging in MUDs and workplaces is critical to realizing large-scale deployment of EVs since 80%+ of charging occurs at home or at work.²

While the staff report notes that the Sacramento region is behind other areas in ZEV adoption, we anticipate that the rate of adoption will increase dramatically as we ramp Model 3 production. Tesla has received more than 455,000 reservations for Model 3 EV as of July 2017, and those numbers continue to

¹ Available at: http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Electric-Vehicles/EVStrategy_171019_PUBLIC_DRAFT_CityOfSacramento.pdf?la=en

²Department of Energy, "Charging at Home." Available at: <https://energy.gov/eere/electricvehicles/charging-home>.

rise.³ The City's current EV charging infrastructure will not be enough to meet this new demand, especially for those who plan to primarily charge at the workplace or in a multi-unit dwelling.

Cities across the state are exploring increasing their 'EV make-ready' requirements for new construction. EV make-ready refers to the 'full circuit' infrastructure (i.e. electrical capacity, raceway, wiring and termination points) required for EV chargers to be connected once required.

For multi-unit and non-residential projects, there are significant cost savings for deploying EV make-ready charging infrastructure during initial construction (\$300-\$800) per space versus during retrofit (\$2,000 - \$6000) per space.⁴ As a result, several cities including Fremont, Oakland, and San Francisco have adopted more stringent EV make-ready ordinances that expand beyond the current 3% standard for multi-unit dwellings proposed by the CalGreen code and are closer to 20%.⁵

A 20% EV readiness capacity requirement (along with complete conduit/wiring for each space in the facility) future-proofs the parking facility by allowing 100% of cars to be connected, as more residents purchase EVs. By using load management software and 20% electrical capacity, a full parking lot of EVs can charge overnight to meet their average commute needs⁶. Future MUD owners or residents can invest a nominal amount in a charging station or connector and be able to charge immediately without requiring a major infrastructure upgrade.

Sacramento's current requirements for EV-readiness in new parking comply with the 3% minimum statewide requirement, but this will be insufficient to meet growing demand. The Draft Strategy currently recommends the "installation of 240-volt electrical outlets or conduit for future charging station when conducting renovations or new construction at city facilities within or adjacent to parking areas."⁷ This is a good start, but needs to expand beyond city facilities. We recommend a 20% EV ready requirement in new commercial and multi-family construction, and to formalize this through a change to the local building code.

2. Streamline permitting and planning:

As the Plug in Electric Vehicle Collaborative reported in their 2012 report on Permitting and Inspection for PEVs, when the permitting process is complicated or time-consuming, it directly and adversely impacts the cost, timing, and customer experience.⁸ State law was changed to reflect this challenge through the 2015 Assembly Bill 1236 (Chiu), which requires local jurisdictions to create an expedited permitting and inspection process for electric vehicle charging stations. Yet permitting and inspections remain an ongoing challenge, especially for commercial charging stations and direct current fast charging (DCFC) stations, and can sometimes be the longest part of a project's overall process.

³ Bloomberg Technology, "Tesla Model 3 Orders." Available at: <https://www.bloomberg.com/news/articles/2016-05-18/tesla-says-12-200-model-3-orders-were-cancelled>.

⁴ Energy Solutions, *Plug-In Electric Vehicle Infrastructure Cost-Effectiveness Report* (2016). Available at: http://fremontcityca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1472&MediaPosition=&ID=2835&Class=

⁵ CALGreen Code, Chapter 4, p.20. Available at: <https://codes.iccsafe.org/public/chapter/content/2057/>

⁶ Assumes national average of 30 miles driven per day

⁷ City of Sacramento, *Electric Vehicle Strategy* (2017), p.28. Available at: www.cityofsacramento.org/ev.

⁸ PEV Collaborative, *Streamlining the Permitting and Inspection Process for Plug-In Electric Vehicle Home Charger Installations Version 2* (2012), p.15. Available at: http://pevcollaborative.org/sites/all/themes/pev/files/PEV_Permitting_120827.pdf.

The Draft Strategy identifies various actions around expediting the permitting process. This includes “streamlining the planning review process through allowing the Administrative Parking Permit process”; “extending and formalizing the five-day permit review for commercial and multi-family EV supply equipment applications”; and “providing guidance for issuing permits for private installations of charging infrastructure in the right-of-way”.⁹ We support all of these action items, and encourage the City to extend these actions to all forms of charging, including DCFC.

To that end, the Draft Strategy’s suggestion to “amend the planning and development code to define a separate land use for electric vehicle fuel charging station” is an innovative and much needed action that would help differentiate electric charging stations from other types of refueling stations.¹⁰ Electric vehicle charging stations are sometimes categorized in the same way as a gasoline refueling station for the purposes of permitting and land use review, despite being very different types of technology. Defining electric vehicle charging stations as a separate use would eliminate some of these burdensome and unrelated requirements.

We appreciate the opportunity to comment on the City’s EV efforts and look forward to continuing to work in partnership with the City to achieve its EV goals.

Sincerely,

Gina Goodhill
Senior Policy Associate

⁹ City of Sacramento, *Electric Vehicle Strategy* (2017), p.23. Available at: www.cityofsacramento.org/ev

¹⁰ City of Sacramento, *Electric Vehicle Strategy* (2017), p.24. Available at: www.cityofsacramento.org/ev



November 3, 2017

City of Sacramento
915 I Street
Sacramento, CA 95814

RE: City of Sacramento 2017 Electric Vehicle Strategy Plan

Dear City of Sacramento Staff,

As the leading U.S. manufacturer of zero-emission commercial transit solutions that provide the opportunity for all Californians to ride an electric vehicle, Proterra strongly supports the City of Sacramento's effort to develop an EV Strategy to advance the adoption of zero emission vehicles in Sacramento.

Proterra designs and manufactures the world's most fuel-efficient battery electric transit bus and features on-route, fast-charge technology that offers functionally unlimited range, as well as an extended range version that enables transit agencies to travel 350 miles on a single charge. To date, Proterra's buses have logged more than 4 million miles of service in cities across the United States and expanded access to zero emission transit for many Californians. Proterra recently moved its Corporate Headquarters to Burlingame, California from the East Coast and expanded manufacturing to the City of Industry, California.

Proterra supports the City's adoption of General Plan goals to reduce reliance on private automobiles and foster emerging transportation technologies and services to increase transportation efficiency, specifically focus area #4: *Opportunities and Issues, Roles of ZEVs in the Transportation System*. Accelerating the deployment of ZEVs in transit will deliver multiple environmental and economic benefits to Sacramento's transportation system. Zero-emission public transit provides the opportunity for all commuters to ride an electric vehicle and realize the health and other associated benefits of electrification without needing to purchase a ZEV vehicle. This is key to helping low-income and disadvantaged communities overcome the barriers to ZEV adoption, including lack of exposure to ZEV technology and the higher upfront costs for ZEV passenger vehicles. Combined with innovative efforts to deploy ZEV services to address first-mile/last-mile connections, zero-emission public transit can help carry out many of the City's EV Strategy goals, including increasing shared rides, achieving locally-adopted climate targets and improving air quality in California's most heavily-impacted communities.

Proterra strongly recommends that the City prioritize coordination with the Sacramento Regional Transit District to accelerate the deployment of zero-emission public transit buses to implement the EV Strategy and General Plan goals for public transportation in Sacramento.

Proterra appreciates the development of the EV Strategy Plan to advance the adoption of zero emission vehicles and improve the transportation sector in Sacramento. Proterra looks forward to working the City and stakeholders to achieve and carry out the goals, targets, and actions identified in the Plan.

Sincerely,

A handwritten signature in cursive script that reads "Kent Leacock".

Kent Leacock

www.proterra.com



Electron Vehicle Feedback form

Submitted On: October 30th, 2017 @ 2:19pm

Full Name	Leslie Graham
Email	lgraham@greencommuter.org
Comment	The City has defined a strong plan for future EV investment. I suggest two points to revisit: 1) specific detail on how the City and its partners will accelerate the installation of EVSE at existing Multi-Unit Dwellings (this may include landlord outreach, a rebate program, etc) 2) articulation of a TDM strategy that prioritizes EV vanpooling and carpooling within the City
Would you like to receive email updates about the EV strategy?	Yes



Electron Vehicle Feedback form

Submitted On: November 15th, 2017 @ 8:25pm

Full Name	Mathew G
Email	mathew.may2012@gmail.com
Comment	Should add a part when discussing the city garages filling past 5% occupancy. I couldn't get a halved rate; I was simply denied any EV benefits into that garage.
Would you like to receive email updates about the EV strategy?	Yes



November 15, 2017

Jennifer Venema
Sustainability Manager
City of Sacramento
jvenema@cityofsacramento.org

Dear Ms. Venema:

Thank you for the opportunity to provide feedback on the City of Sacramento's Public Draft Electric Vehicle Strategy, released on October 19, 2017.

On behalf of the steering committee members of the Charge Ahead California Campaign (Coalition for Clean Air, Communities for a Better Environment, Environment California, The Greenlining Institute, and the Natural Resources Defense Council), we strongly agree that Sacramento can and must lead the way to creating a cleaner, more livable and equitable city that is powered by a fully electrified transportation sector. The scientific community has made clear that we must stop burning virtually all fossil fuels by mid-century to prevent the worst impacts of climate change, and fully electrifying our transportation sector is a critical part of the solution, particularly in Sacramento County where 48 percent of greenhouse gas emissions are caused by the cars, trucks and buses that we drive every day.

With this in mind, we commend you for drafting a well thought through plan that includes many positive strategies and goals designed to significantly accelerate electric vehicle (EV) adoption in Sacramento. In particular, we applaud:

- The city's approach as it relates to people movement in Figure 1 (p.13). In order for Sacramento's transportation system to thrive and benefit all, it must promote active transportation and mass mobility first and foremost, while ensuring that all transportation modes become electric, whether they are transit and school buses, shuttles, vanpools, taxis, single-occupancy vehicles, etc. In order for Sacramento and the State of California to achieve its climate, air quality, and equity goals, Sacramento must not only promote strategies to increase transportation electrification but also promote strategies that reduce vehicle miles traveled (VMT) and increase the efficiency of its transportation system.
- Strategy goal number 4 to "achieve equitable access to ZEV technologies and benefits by low-income populations and disadvantaged communities" (p.25). This goal aligns with state codified goals under Senate Bill 1275 (De León, 2014) (*Charge Ahead California Initiative*) to increase zero emission vehicle (ZEV) access for low-income and disadvantaged communities.

We offer the following recommendations to ensure that the plan is a comprehensive, ambitious and equitable blueprint for Sacramento and for other cities to model:

- Given the climate change imperative for transitioning to a fully electrified transportation sector by mid-century, we encourage you to regard Governor Brown’s 1.5 million ZEV goal by 2025 (p.12) as a minimum target and not a maximum goal, with the corresponding impacts on expected numbers of EVs deployed, charging stations installed, etc.
- Since transportation decisions do not happen in silos, the City of Sacramento should ensure these ZEV strategies are embedded into the city's transportation planning and decision-making. In particular, community engagement in the planning process and community mobility needs assessments are key to ensuring that the city is creating a more equitable and inclusive transportation system that meets the immediate needs of low-income residents disproportionately burdened by transportation impacts.
- In addition, while this plan is primarily focused on light-duty strategies, we encourage you to convene and support discussion and collaboration with other key regional actors, such as the Sacramento Regional Transit District and the Sacramento City Unified School District, about accelerating the transition to 100 percent electric transit and school bus fleets to serve city residents. Explicit encouragement from the City of Sacramento in this plan to make ambitious electric bus commitments would serve as an important signal for other transportation decision-makers in the region.
- We applaud your focus on community outreach (1.13 on p.23 and 6.41 on p.35) and urge you to ensure that all outreach materials are offered in multiple languages and that the outreach is coordinated with local community-based organizations.
- Understanding that economic growth and stability is also a priority for the City of Sacramento, we recommend that the EV strategy also include a goal that promotes economic opportunities associated with the EV strategy that are equitable and inclusive, much like the [guiding principle adopted by SFMTA](#) to respond to emerging mobility services:
 - Emerging Mobility Services and Technologies must ensure fairness in pay and labor policies and practices. Emerging Mobility Services and Technologies should support San Francisco’s local hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.

In other words, Goal 11 should read: *Ensure fairness in pay and labor policies and practices, where applicable. EV strategies should promote local and targeted hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.*

Thank you for your consideration of these recommendations. Please do not hesitate to contact us for further information.

Sincerely,

Michelle Kinman
Environment California
michelle@environmentcalifornia.org

Bahram Fazeli
Communities for a Better Environment
bfazeli@cbecal.org

Joel Espino
The Greenlining Institute
joele@greenlining.org

Max Baumhefner
Natural Resources Defense Council
mbaumhefner@nrdc.org

Bill Magavern
Coalition for Clean Air
bill@cclair.org

Electron Vehicle Feedback form

Submitted On: November 6th, 2017 @ 8:29pm

Full Name	Peter Mackin
Email	rpmackin2000@yahoo.com
Comment	<p>Comments on the October 19, 2017 Sacramento EV Strategy: Editorial/Typographical Comments</p> <p>1. Please define DAC on pg. 17 and pg. 34</p> <p>2. SacEV is not consistently defined in the document. SacEV should be Sacramento EV Association. Errors were found on pg. 21, Item 6, and pg. 22, last box in the table at the bottom of the page.</p> <p>3. Item 1.2.2 on pg. 23, "EVs" should probably be "EVSEs".</p> <p>4. Item 4.1.6 on pg. 29, if this item is already in progress ("Continue participation ..."), then a "*" should be added.</p> <p>5. Item 4.2.6 on pg. 30, "Charing" should be changed to "Charging".</p> <p>Content Comments</p> <p>1. In the discussion on multi-family housing, another possible solution to the difficulty of installing "home" charging in multi-family residences could be to develop policies to encourage the addition of high speed EVSEs (such as DC Fast Chargers) at neighborhood locations such as shopping centers or restaurants where residents could patronize a business while charging their vehicle.</p> <p>2. Item 1.4.4 on pg. 25, Low income individuals should probably still pay for charging, but at reduced rates. Another alternative would be to have the charging be free, with the provision that a penalty charge for continuing to occupy a spot once charging is complete will be assessed. The goal should be to allow maximum use of the available charging infrastructure, while simultaneously encouraging the adoption of EVs by low income individuals.</p> <p>3. Please consider adding SacEV as another Lead to item 5.1.4</p> <p>4. It is not clear what types of autonomous vehicles are included in item 5.3.1 on pg. 32. Are all types of autonomous vehicles included (e.g., ICE powered vehicles) or is it just EVs or ZEVs?</p>
Would you like to receive email updates about the EV strategy?	Yes

Electron Vehicle Feedback form

Submitted On: November 1st, 2017 @ 9:45pm

Full Name	Russell Henly
Email	rustle.h@earthlink.net
Comment	<p>Thank you for the opportunity to comment on the October 19, 2017 public draft of the 2017 Electric Vehicle Strategy. I will focus my comments on what has been a significant EV barrier for our household, which has had a Prius plug-in hybrid for almost four years. We live in Midtown and, like many homes in the older city, do not have an "official" off-street parking place for installation of an EV charger and parking our vehicle while it charges. Our house is on the alley, however. When we acquired our vehicle, we spoke with the City Community Development Department (CDD) to explore the potential for parking on the alley side of our house and getting a permit to install a level 2 charger. After taking measurements of the alley right-of-way, developing a site drawing, and submitting the drawing to the CDD, we were told that the City would be willing to issue us an alley encroachment permit for a fee of \$600. The encroachment permit would be required before the City would permit installation of the level 2 charger. The encroachment permit cost, plus the cost of the permit for installing a level 2 charger, plus the cost of the charger itself was simply too much. Thus, we charge our PHEV with a level 1 charger, when we charge at home. The high cost of permitting for the installation of a level 2 charger remains a significant barrier for us in upgrading from our PHEV to a full BEV. Based on our experience and the fiscal barriers that we face in installing a level 2 charger, I would like to recommend that, as a part of its EV Strategy, the City waive relevant permitting fees for EV chargers, including alley encroachment permits and charger installation permits, as a means of providing an incentive for City residents to adopt EVs and install level 2 charging equipment on residential properties. These incentives will be a substantial factor for residents considering adopting EVs, and they will not result in a substantial direct cost to the City. There may even be an opportunity for the City to secure a grant to cover the costs of providing these incentives. Thank you for your consideration of this recommendation for the EV Strategy. Sincerely, Russell Henly Midtown Homeowner cc: Councilman Steve Hansen</p>
Would you like to receive email updates about the EV strategy?	Yes



November 25, 2017

City of Sacramento, Department of Public Works
915 I street
Sacramento, CA 95814
Attention: Jennifer Venema, Sustainability Manager
jvenema@cityofsacramento.org

Re: Public Comment on City of Sacramento 2017 Electric Vehicle Strategy –
Public Draft, October 19, 2017

Dear Ms. Venema:

Volkswagen's selection of Sacramento as its first "Green City" where the theory that electric vehicles can become an essential part of uplifting communities utilizing electric transportation and fueling technologies is a great opportunity for the City of Sacramento and the entire Greater Sacramento Community. We appreciate the magnitude of this opportunity and appreciate the opportunity to comment on Sacramento's Volkswagen Electric Vehicles Strategy – Public Draft.

SEED

Sacramento Employment and Economic Development Corporation (SEED), a nonprofit corporation, was founded in 2016 with the support of the City of Sacramento, the Mayor and City Council to address the concerns of underserved neighborhoods.

The nonprofit's mission is to coordinate and facilitate health based economic development and revitalization in disadvantaged neighborhoods by developing programs and projects that create jobs, opportunities, and build community health and wealth. SEED's vision is that every neighborhood in the City of Sacramento becomes able to provide opportunities that enable people to live longer, healthier lives, regardless of zip code, income or ethnic background.

SEED's current focus is revitalization of the Del Paso Heights Community.

THE ELECTRIC VEHICLE (EV) STRATEGY

This Electric Vehicle (EV) Strategy serves as the City of Sacramento's first EV Strategy to advance the adoption of EVs and zero emission vehicles (ZEVs). Development and evaluation of these strategies can provide near-term action items for initiation by 2020 and full implementation by 2025, outlining the City's desired trajectory for zero-emission mobility. The primary focus of this plan is advancement of light-duty, all-battery electric EVs (BEVs), due to market readiness and early City efforts.

CLEAR SKY STRATEGIES, Inc.

Clear Sky Strategies, Inc. has been retained to assist SEED in reaching its goals and coordinating with both public, private and nonprofit public benefit opportunities.

SEED’S EV STRATEGY CORRESPONDS WITH CITY OF SACRAMENTO’S EV STRATEGY

Del Paso Heights is among the highest levels of disadvantaged communities according to the CalEnviroScreen 3.0.; Marysville Boulevard east to Roseville Road as 91%-95% disproportionately burdened by multiple sources of pollution.¹ The area of Del Paso Heights further to the west from the Walter S. Ueda Parkway east to Altos Avenue is identified as 81%-85% disproportionately burdened by multiple sources of pollution.

Understanding the challenges facing it and the need for a road map to addressing its challenges, Del Paso Heights already has a completed redevelopment plan by the City of Sacramento in addition to a completed Del Paso Heights revitalization plan by the American Institute of Architects (AIA) Communities by Design.

SEED has been collaborating with the City of Sacramento to develop partnerships and capacity building in order to develop public-private partnerships for capital works projects in Del Paso Heights.

Del Paso Heights is ideally positioned for redevelopment and revitalization, with plans for a new affordable housing development and a greatly enhanced commercial corridor.

PUBLIC DRAFT -- CITY’S ACTIONS TO INITIATE BY 2020 AND ACHIEVE FULL IMPLEMENTATION BETWEEN 2020-2025; SEED SUPPORTS:

1.2. Facilitate EV charging in new private development.

1.2.1	Explore incentives and development of an educational program to encourage installation of EV charging in multi-family projects outside of the central city, to further incentivize charging in projects not eligible to waive parking requirements per City Code.
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2.1 Support Electrify America Green City initiatives.

2.1.4	Support Electrify America efforts to secure site access agreements with private and public property owners for EV charging installations.
2.1.4	Allow for the testing of new car share models with Electrify America on a pilot basis, and support program launch prior to updates to the citywide car share framework.

¹ OEHHA CalEnviroScreen 3.0 website:
<https://oehha.maps.arcgis.com/apps/webappviewer/index.html?id=4560cfbce7c745c299b2d0cbb07044f5>

2.1.7	Connect Electrify America to opportunities for site access in new development, including the hosting of open houses, and provision of program information in pre-application meetings with applicants.
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2.2 Maximize local and regional benefits of Green City initiatives

2.2.1	Collaborate with Electrify America to advance investment benefits for Sacramento's diverse communities, with a focus on disadvantaged and low-income communities.
2.2.2	Encourage Electrify America's outreach efforts to include local community-based organizations, youth curriculum and programs, and ZEV-workforce training.
2.2.4	Work with partners to implement complementary ZEV business efforts, such as workforce development programs, local business support services, and expansion of a competitive, creative economy.
2.2.5	Explore how Electrify America's initiatives can support social services and other community programs.

5.2 Expand the ZEV workforce.

5.2.3	Explore developing a youth ZEV ambassadors' initiative or educational program, with opportunity to use the Summer at City Hall internship program.
5.2.4	Promote and support efforts to expand local ZEV-workforce training programs, such as the American River College Alternative Fuels Certificate and Electronic Systems Technology Programs, and Green Tech youth workforce training programs.

5.3 Spur local ZEV innovation and enterprise.

5.3.1	Encourage regional autonomous vehicle efforts to prioritize pilots for autonomous, shared, and electric vehicles.
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6.1 Integrate ZEV requirements into local programs.

6.1.1	Include the provision of EV charging for car share as a transportation demand management strategy.
6.1.2	Encourage a minimum target for local hire and employment of residents within Sacramento's disadvantaged communities in partnerships for the delivery of ZEV services.

6.2 Collaborate with local agencies and partners to monitor and advance ZEV deployment.

6.2.4	Encourage partner and community-based efforts for ride-and-drive events, EV showcases, and other ZEV educational initiatives.
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6.2.8	Work with local partners and auto dealerships to identify appropriate methods to increase sales of EVs, such as incentives, dealer training, and increasing EV inventory.
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6.3 Spur ZEV access and increase mobility for disadvantaged and low-income communities.

6.3.1	Continue to support car share programs for low-income mobility options, and encourage program expansion to other neighborhoods and community facilities.
6.3.2	Review the City’s ordinances to develop guidance for car share programs that incentivize ZEV deployments, and prioritize providers that offer service in disadvantaged and low-income communities.
6.3.3	Promote the Air District’s EFMP “scrap and replace” program to provide rebates to low-income households living in DACs for the ZEVs or PHEVs.
6.3.4	Coordinate with agency partners and support efforts to pursue funding opportunities for new ZEV efforts, such as ZEV ride hailing, commuter shuttles, or ZEV car share.
6.3.5	Encourage SMAQMD to leverage rebate and incentive funds to transition low-income workers into ZEVs, either with ZEV ride hail, financial incentives, or scrap and replace programs.
6.3.6	Collaborate with local partners to develop a discounted group-buy or leasing program for used EVs for low- and medium-income households.
6.3.7	Collaborate for the co-location of ZEV demonstrations at workforce training centers, community-based organizations, and community centers in Sacramento’s disadvantaged communities.

TWIN RIVERS UNIFIED SCHOOL DISTRICT JUMP STARTS EV MOVEMENT WITH FLEET OF FIRST ELECTRIC SCHOOL BUSES AS PART OF LARGEST ELECTRIC SCHOOL BUS DEPLOYMENT IN NATION

We want to acknowledge, as part of our comments, that the climate initiative to create cleaner and healthier communities has already taken root in Del Paso Heights. Twin Rivers Unified School District is among the school districts with which Metropolitan Air Quality Management District partnered to deploy electric school buses and charging infrastructure throughout the county.

Funded in-part by a grant from the California Air Resources Board through California Climate investments, the project will provide the largest ever U.S. deployment of zero-emission schools buses to reduce greenhouse gas emissions, eliminate mobile criteria pollutants, and provide sustainable transportation for school children in California’s capitol.

As Timothy Shannon, director of transportation, Twin Rivers Unified School District stated in a news release: “We are excited to participate in the zero-emission school bus program and extend awareness by sharing the buses with neighboring school districts.² The project will also reduce our fuel costs, and advance our commitment to cleaner air for California’s children.”³

Twin Rivers Unified School District has received 16 electric buses. Routes will run primarily through disadvantaged communities.⁴

The addition of regional transit electric buses and the Community CarShare program would immensely benefit the disadvantaged community by creating a cleaner and healthier environment while providing an affordable transportation option for residents.

We share Twin Rivers’ excitement about its EV Fleet and the benefits it can bring to students and the surrounding community of parents and neighbors.

FUTURE POSSIBILITY OF DEL PASO HEIGHTS’ ENTREPRENEURSHIP CENTER

Consistent with our recommendation that the EV Strategy embrace uplifting disadvantaged communities with new businesses and new jobs, we would note that Hacker Lab is conducting a feasibility study for an Entrepreneurship Center and Incubator to be located in Del Paso Heights. The study, due November 30, funded by the City of Sacramento Office of Innovation and Economic Development, explores the feasibility of a center that will be designed with the intention of serving the needs of low- and moderate-income individuals from underserved communities.⁵

Makerspaces and entrepreneurship centers offer access to tools, classes, and a community that fosters a safe and learning-driven environment. With access to expensive and advanced tools, and workspace, people can design, model, and create their own products. Currently, there is no such space in the Del Paso Heights community.

Bringing to Del Paso Heights the future of green technology through EV regional transit and the Community CarShare program should be part of the EV Strategy, which has direct benefits to Del Paso Heights.

² The Twin Rivers district also plans to implement a loaner program that would allow other school districts to experiment with zero emission buses.

³ News Release: “First Priority GreenFleet Partners With Sacramento Metropolitan Air Quality Management District for the Largest Electric School Bus Deployment in the United States,” *Business Wire*, 7/22/2017.

⁴ Twin Rivers USD website: <http://www.twinriversusd.org/newsroom/news/?q=842>

⁵ StartupSac website: <http://startupsac.com/hacker-lab-explores-entrepreneurship-center-for-del-paso-heights/>

**GRANT UNION HIGH SCHOOL GEO ENVIRONMENTAL SCIENCE PROGRAM
AND INVESTMENT OF \$1 MILLION BY CAP-AND-TRADE FUNDING FOR GREEN
SPACES AND GARDENS**

EV buses and vehicles in Del Paso Heights would also help to spur interests in future careers in the green economy for Grant Union High School students through the GEO Environmental Science and Design Academy. The program's mission is to teach youth how to create healthy and sustainable communities, while engaging students in unique and challenging educational opportunities that foster a sense of community and environmental stewardship.

The GEO Academy offers college bound 9th-12th grade students outdoor learning and hands-on experiences in environmental horticulture, landscape architectural design, habitat restoration, "green" business, and environmental science monitoring. The academy provides strong academic training and real world based projects that deepen students' appreciation of our environment and its natural resources. It prepares students for careers that will shape the planning of our environment and communities. We urge that the City's EV Strategy find ways to partner with and support this innovative and highly beneficial program.

Finally, like the rest of Sacramento, we are delighted that the city has been designated Volkswagen's first "Green City" and hope that you will receive our comments and recommendations as an effort, on behalf of SEED Corporation, to enhance its potential for having the most significant and uplifting impact on Sacramento.

Thank you or your kind consideration of these recommendations and comments.

Sincerely,



Susie Wong
Managing Partner

Clear Sky Strategies, Inc.

cc: Monè Crowley, Chair, SEED Corporation
Mel Assagai, Partner, Clear Sky Strategies, Inc.



December 1, 2017

Jennifer Venema
Sustainability Manager
City of Sacramento
915 I Street
Sacramento, CA 95814

RE: 2017 Electric Vehicle Strategy Support

Dear Ms. Venema,

Greenlots is pleased to offer this letter in support of Sacramento's Electric Vehicle Strategy. Sacramento has a unique opportunity to rapidly accelerate the transformation of mobility and the transition to electric vehicles. Transportation electrification creates significant economic opportunities, makes transportation more accessible to lower income and disadvantaged communities, and is a critical component of a sustainable energy future.

As California's designated Green City under Volkswagen's Electrify America California Investment Plan, Sacramento stands to benefit from a significant investment to support shared use mobility and electric vehicles. However, the Electrify America investment is explicitly designed to be additive and not replace other planned (or necessary) investment. Greenlots is concerned that the Investment Plan could nonetheless have the effect of displacing needed investment from other sources, including the City of Sacramento and the Sacramento Municipal Utility District.

The City's proposed Electric Vehicle Strategy balances City investment in its own fleet and supporting infrastructure, as well as in the deployment of charging infrastructure in City parking facilities with facilitation of investment by other actors, including Electrify America. Greenlots is not certain that the specified investment by the City will be adequate to reach its goals, but recognizes the Strategy will be able to evolve for future planning and investment decisions.

Greenlots has had the opportunity to support a number of cities engaged in transforming mobility, including Los Angeles, and has seen the transformative power a strong municipal commitment to transportation electrification can have. Sacramento is on the cusp of being at the forefront of an electric vehicle and shared use mobility future. This Strategy is a critical element in realizing the benefits that this transformation can provide.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Ashley". The signature is fluid and cursive, with a large initial "T" and "A".

Thomas Ashley
Vice President, Policy



Electron Vehicle Feedback form

Submitted On: October 24th, 2017 @ 3:02pm

Full Name	Tim Hartigan
Email	timhartigan@yahoo.com
Comment	I urge the following policies to encourage the electrification of Sacramento's transportation: - Streamlined and low-cost process for existing residential and rental property EVSE installation inspection - Residential EVSE inspection fees waived if in conjunction with solar installation - Prioritize EVSEs that are "smart" - grid connected - Prioritize installation of public chargers in new residential and multi-family construction, elementary schools, libraries, public parks
Would you like to receive email updates about the EV strategy?	Yes

**City of Sacramento**

Sacramento City Hall
915 I Street
Sacramento, CA 95814

City of Sacramento,

Thank you for the opportunity to review the draft “2017 Electric Vehicle Strategy” document and provide comments on behalf of the Zero Emission Vehicle Infrastructure Unit at the Governor’s Office of Business and Economic Development (GO-Biz). We commend the plan’s holistic look at transportation solutions and especially appreciate the detailed actions the City of Sacramento plans to take to streamline permitting for zero emission vehicle infrastructure installations and improve processes to expedite infrastructure growth. Below, we outline two overarching suggestions for your consideration as you finalize the strategy document in coming weeks:

1. *Simplify terminology.* In California, we are experiencing a statewide transition from early market adopters of zero emission technology to mass market appeal. To aid this transition, state agencies, including GO-Biz, are working to align terminology and reduce acronyms associated with zero emission technology. In the strategy document, both “EV” and “PEV” are used to represent the same concept: “a vehicle charged by electricity that can include BEVs and PHEVs.” We understand that these terms might be already established in the City’s documents and it could be confusing to streamline language, but it is worth a close review given the new audience we are collectively trying to reach. For the detail required in this particular document, we would recommend using either “ZEV” or “EV” as the overarching term that encompasses all three technology types: BEV (pure battery electric), PHEV (plug-in hybrid) and FCEV (fuel cell electric). All technologies can be described with one umbrella term and three breakout terms for the specific types, enabling elimination of all other terms that may be confusing for residents or non-experts reading this document. State of California documents have a long way to go to reach this standard of simplicity, but we are trying to move in this direction, with consumers at the front of mind.
2. *Better integrate fuel cell electric vehicles and hydrogen stations.* The City of Sacramento is a leader in California integrating fuel cell electric vehicle (FCEV) technology into your fleet and building on this leadership, we would suggest better integrating FCEV technology and hydrogen stations into the rest of the strategy document, where possible. As currently written, the strategy mentions FCEVs in the introductory pages, but does not include any FCEV goals or actions in the strategy section of the plan. We have a few suggestions for how FCEVs could be better integrated:
 - In Section 2 “EV Context - Infrastructure (pages 4-5),” provide information on the existing hydrogen station in West Sacramento, as well as the recent announcement from the California Energy Commission for two new stations in the Sacramento region. Although these stations are not within official city limits, residents in the City of



Sacramento could definitely take advantage of these stations, enabling another electric drive option. In addition, to match electric vehicle charging goals, goals should be established for the number of hydrogen stations the region needs. GO-Biz can connect City of Sacramento with appropriate staff from the California Air Resources Board to determine this target number.

- In Section 4 "Opportunities and Issues - Multi-Family Housing (page 18)," discuss hydrogen station buildout in the Sacramento region as one potential solution for residents in multi-family housing, alongside fast charging plazas and new construction policies.
- In Section 6 "Targets and Actions - 1.3.1," ensure that the conversation of conventional fueling stations to ZEV charging hubs includes hydrogen.
- In Section 6 "Targets and Actions - 1.4," include language to expand visibility of hydrogen as an option for residents without home charging opportunities. This option could be included in any marketing or outreach information the City distributes to residents.

Thanks for your consideration and please don't hesitate to reach out to discuss further. We are excited to continue to work with City of Sacramento, and other cities across California, to enable a significant increase in zero emission vehicle market growth and transform California communities into nation-leading clean transportation hubs.

Sincerely,

Tyson Eckerle
Deputy Director
Zero Emission Vehicle Infrastructure
Governor's Office of Business and Economic Development
tyson.eckerle@gov.ca.gov
916-322-0563