



Electrify America's California ZEV Investment Plan - Cycle 2

December 13, 2018

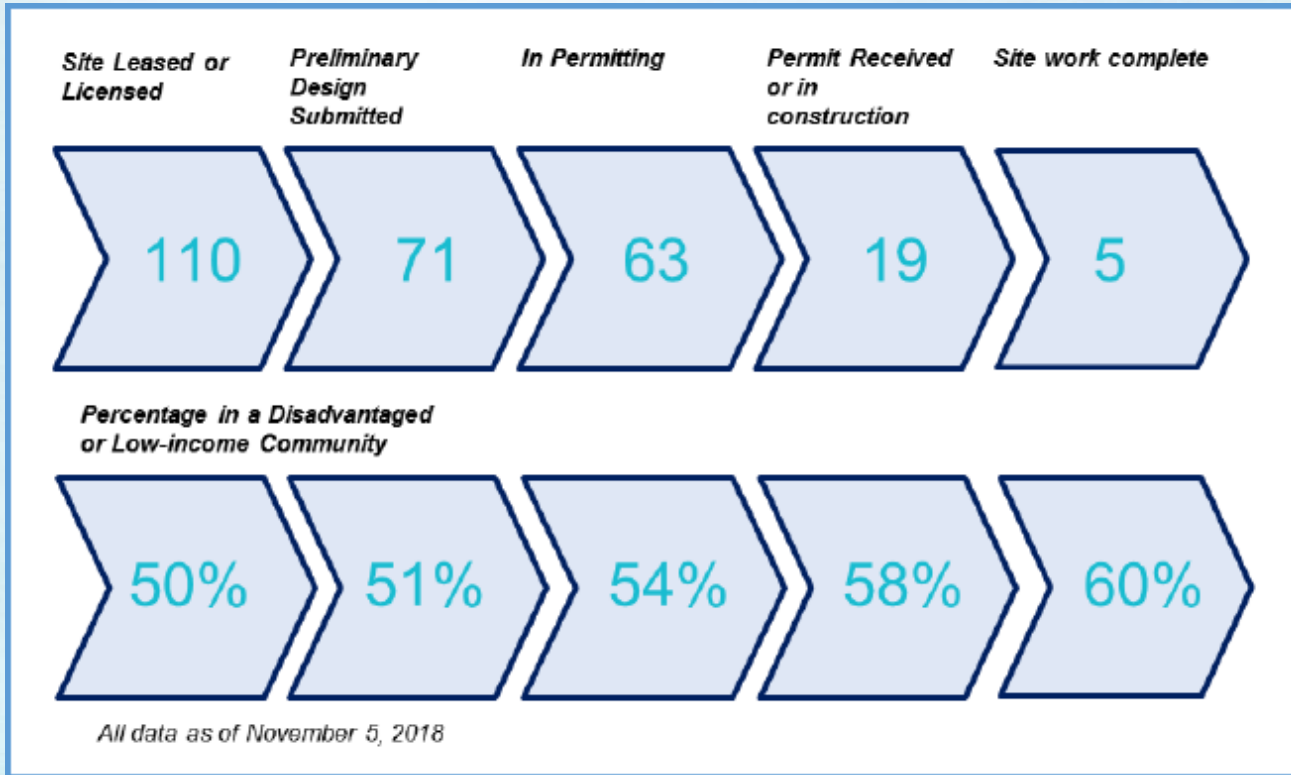
Background

- The 2.0-liter Consent Decree
 - Settlement between CARB, U.S. EPA, and VW
 - Appendices A & B prescribe repair and buyback
 - Appendix D is the \$423M NOx Mitigation Trust
 - **Penalties were levied separately**
- The ZEV Investment Commitment (Appendix C)
 - It addresses the impact to California's ZEV market from VW's "clean diesel" vehicles
 - Four 30-month, \$200 million investment plans
 - Support ZEV infrastructure, awareness, and access

Background – The Cycle 1 ZEV Investment Plan

- Approved by the Board on July 27, 2017
- Commits:
 - \$120M to highway and metro area infrastructure
 - \$44M to ZEV Access through 1st Green City
 - \$20M to ZEV Awareness
 - \$16M to allowable operational expenses

Cycle 1 Progress to Date



Cycle 1 Progress to Date

- ~600 DCFC ordered; 9 delivered
- 64 Level 2 sites acquired
- 3 operational; 2 in disadvantaged communities
- Green City
 - GIG - Car share permits approved; 260 Chevy Bolt EVs
 - Envoy – 30 L2 locations signed; first L2 unit installed
 - 12 Charging site leases signed
- Media campaign and website up; targeted to almost 4,000 DAC census tracts

The proposed Cycle 2 ZEV Investment Plan

\$153M to fueling infrastructure

\$17M for ZEV awareness and education

\$10M for efforts to drive station utilization, and

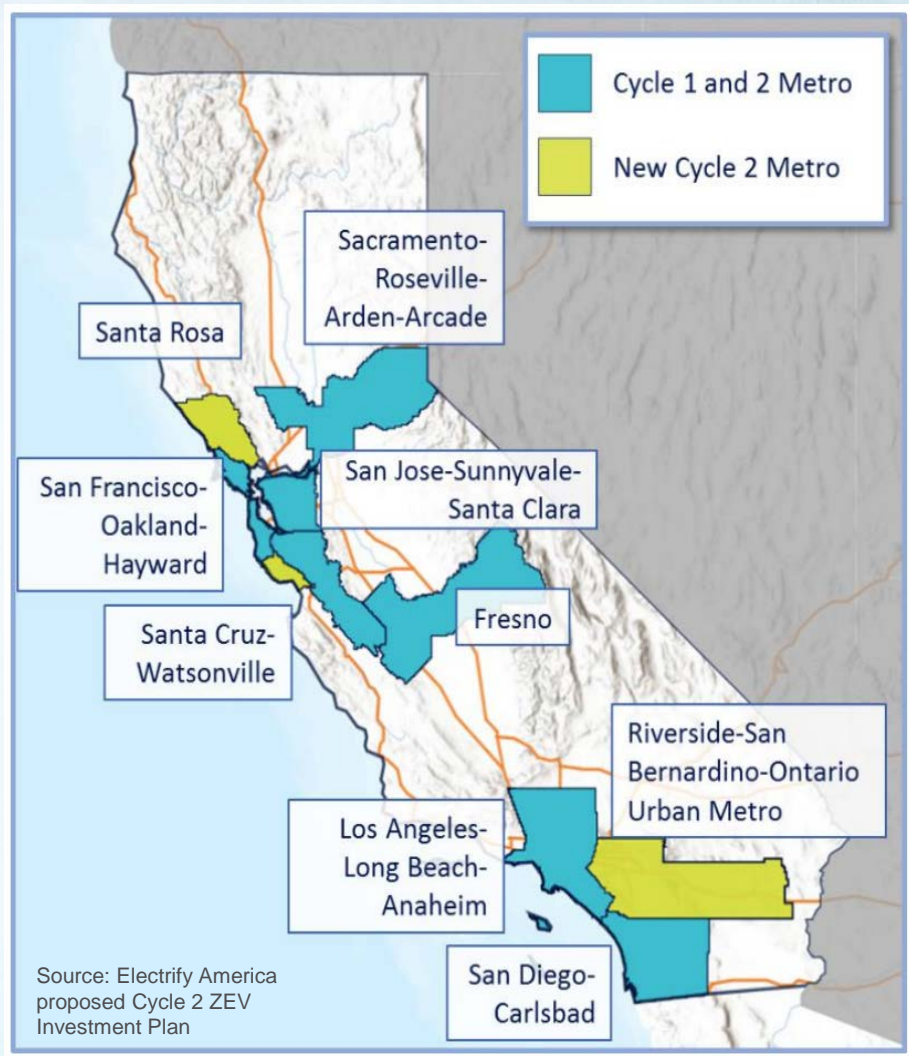
\$20M for allowable operational expenses

\$200M total

Note: Approximate values shown here for simplicity

Cycle 2 Infrastructure - Metro Areas

- \$95-115M
- 6 existing metro areas
 - Fresno
 - Los Angeles
 - Sacramento
 - San Diego
 - San Francisco
 - San Jose
- 3 new metro areas
 - Riverside
 - Santa Cruz
 - Santa Rosa



Cycle 2 Infrastructure - Regional Routes

- \$25-30M
- Increase density along high travel routes



Cycle 2 Infrastructure - Other Investments

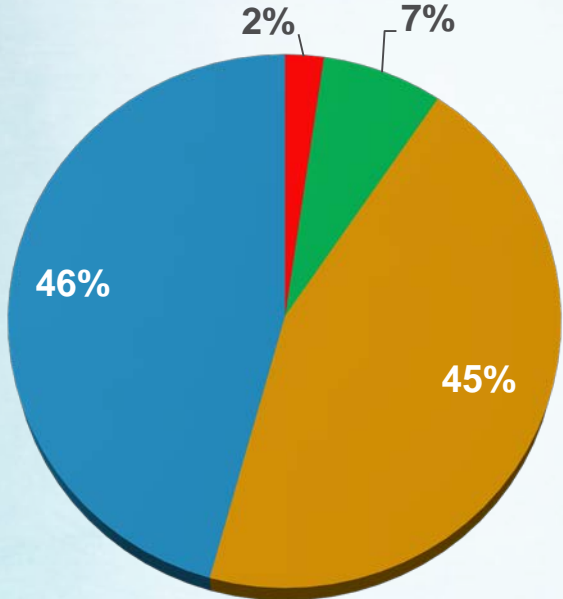
- \$8-12M - residential Level 2
- \$4-6M - electrified transit bus
- \$2-4M - autonomous vehicle
- \$2M - rural Level 2 charging
- Up to \$5M for renewable generation



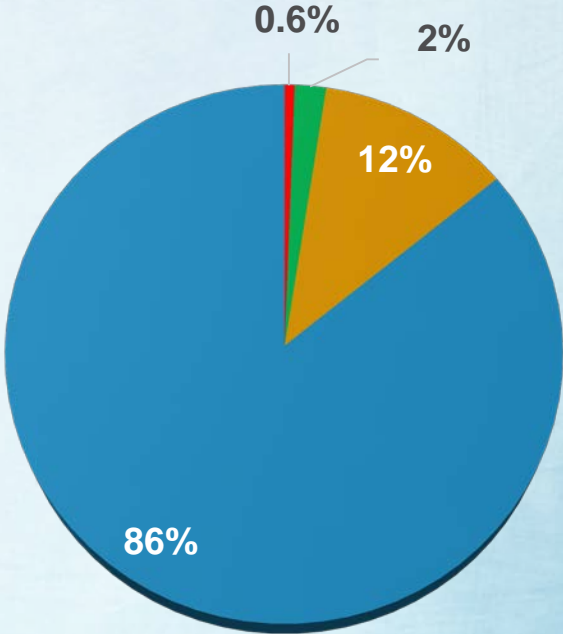
Source: <https://www.proterra.com/technology/chargers/>

Contribution to Infrastructure Vision

2025



2030



Cycle 2 ZEV Awareness and Education

- \$17M
Increase public awareness via traditional and social media
- \$10M
Communicate charger locations, speeds, payment methods and amenities to drive station utilization



Source: Electrify America JetStones ad campaign. Image courtesy of AutoBlog.com

Cycle 2 Plan Assessment Conclusion

Electrify America's proposed Cycle 2 Plan meets the requirements of:

- The 2.0-liter Consent Decree;
- Senate Bill 92; and
- CARB's Board Resolution 17-23

December 7 Stakeholder Meeting

- Support
 - Cited specific examples of Cycle 1 projects and benefits
 - Expressed support for Cycle 2 approval without delay
- Requests for improvements:
 - Diversification of outreach
 - Greater L.A. metro and rural investment
 - Open 2nd Green City (in Cycle 2) to a coalition of cities
 - Identify quarterly report spending in more detail

December 7 Stakeholder Meeting

- Areas for state engagement
 - Permitting, ADA, demand charges and siting
 - Continue to work with GO-Biz, CEC, and CPUC
 - Host periodic stakeholder meetings
 - Share best practices; investigate complaints

Ongoing Oversight and Coordination

- Electrify America will
 - Meet monthly with CARB staff, and
 - provide it with quarterly & annual public reports
- CARB will report annually to the Legislature
- EV Charger Planning Coordination
- Annual independent third party auditor reports

CARB Staff Recommendation to the Board

CARB staff recommends that the Board adopt Resolution 18-54

- Approves Electrify America's Cycle 2 ZEV Investment Plan
- Allows continued investments without spending delays.