Staff Report
Fresno Council of Governments
Policy Board
September 25, 2014

ITEM II D

Zero Emission Vehicle Readiness:

[Zero Emission Vehicles (ZEV) are battery electric and hydrogen fuel cell vehicles]

This is an update on the previously reported efforts in the San Joaquin Valley to address efforts to become ready for Zero Emission vehicles.
This month's report to the Board is to announce that the San Joaquin Valley Plug-In Electric Vehicle Coordinating Council has completed and adopted the second phase of the *San Joaquin Valley Plug-In Electric Vehicle Readiness Plan* on May 2014.

Joseph Oldham, Statewide Local Government Energy Efficiency Best Practices Coordinator, (and former Sustainability Manager for the City of Fresno) will provide an update on the Plug-In Electric Vehicle Readiness Plan, focusing on how the plan can be used by cities and the county to facilitate their development of plug-in vehicle infrastructure.
For additional information and the link to the *San Joaquin Valley Plug-In Electric Vehicle Readiness Plan* please visit the San Joaquin Valley Plug-In Electric Vehicle Resources Center at http://www.valleyair.org/grants/content/pev.html
Additional information is available through the Center for Sustainable Energy detailing the process and the work completed for the San Joaquin Valley Electric Vehicle Coordinating Council at http://energycenter.org/programs/pev-planning/san-joaquin

The work continues: The San Joaquin Electric Vehicle Technology Partnership was formed and held the launch meeting on April 3, 2014. Industry partners, community partners and the project team are working together to identify growth opportunities, market development, potential actions to promote electric vehicle deployment in the region as well as identifying and mitigating barriers to electric vehicle implementation. In response to request by the PAC, an invitation will be transmitted to our committees on future meetings of the San Joaquin Electric Vehicle Technology Partnership. Staff will continue to update the committees as more information becomes available.

Background:

On March 3, 2012 Governor Brown issued executive order B-16-2012 laying the foundation for 1.5 million zero-emission vehicles on California's roadways by 2025, and establishes the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be "zero-emission vehicle ready";
- By 2020, the state will have established adequate infrastructure to support 1 million zero-emission vehicles in California;
- By 2025, there will be 1.5 million zero-emission vehicles on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on zero-emission vehicles, and greenhouse gas emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

The Governor's office further addressed the upcoming changes in the *2013 ZEV Action Plan-A Roadmap Toward 1.5 Million Zero-Emission Vehicles on California Roadways by 2025*. The text of the Action Plan and the Executive Order can be accessed at:
http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf

Six new laws are now in place in California to support the state's growing markets for electric vehicles. Bills recently signed into law by the governor include:

• AB 8 by Assemblyman Henry Perea, D-Fresno

This extends to 2024 programs aimed at reducing auto emissions in California, including the Alternative and Renewable Fuel and Vehicle Technology Program, the Air Quality Improvement Program, the Enhanced Fleet Modernization Program and the Carl Moyer Memorial Air Quality Standards Attainment Program.

It will provide more than $2 billion in funding to help fleets and consumers purchase clean and low carbon cars, trucks, buses, and construction equipment. It is thought that this is the largest financial commitment by a state to cleaning up its transportation sector.

• AB 266 by Assemblyman Robert Blumenfield, D-Woodland Hills

This extends the white sticker program allowing for certain low-emission vehicles to drive in high-occupancy or "diamond" lanes until 2019 or until federal authorization expires.

• AB 1092 by Assemblyman Marc Levine, D-San Rafael

This requires the California Building Standards Commission and the Department of Housing and Community Development to develop standards for electric vehicle charging infrastructure in multi-family housing and non-residential developments.

• SB 286 by Sen. Leland Yee, D-San Francisco

This extends the green sticker program allowing for certain low-emission vehicles to drive in high-occupancy or "diamond" lanes until 2019 or until federal authorization expires.

• SB 359 by Sen. Ellen Corbett, D-Hayward

Provides $30 million to fund the Clean Vehicle Rebate Project and the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project; $10 million to fund the Heavy-Duty Vehicle Air Quality Loan Program; and appropriates $8 million for the enhanced fleet modernization program.

• SB 454 by Sen. Ellen Corbett

Creates the Electric Vehicle Charging Stations Open Access Act, which removes obstacles to using electric vehicles by making electric vehicle charging stations accessible to all electric vehicle drivers, easier to locate and more convenient to use.

In January 2013, California Air Resources Board voted to require the largest automakers to derive 15 percent, or about 1.4 million, of their annual California sales from electric vehicles and other zero or near-zero emissions vehicles by 2025.

On October 28, 2013 a consortium of governors from eight states formed an initiative aimed at collectively deploying more than 3 million zero-emission vehicles by 2025. The agreement was made among the chief executives of California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island and Vermont and spells out a concerted effort to increase consumer awareness of and demand for zero-emission vehicles: battery electric vehicles, and hydrogen fuel cell vehicles. The *Multi-State ZEV Action Plan* was released May 2014.

In order to facilitate this aggressive timeline, tools have been developed to assist in the process. *A Community Toolkit for Plug-in Electric Vehicle Readiness: A Resource for Local Officials* can be found at: http://www.evcollaborative.org/toolkit

Staff will continue to update the committees as more information becomes available.