

# TRANSPORTATION ELECTRIFICATION AND ELECTRIFY RIVERSIDE REBATES USING LOW CARBON FUEL STANDARD REVENUE

## Riverside Public Utilities

### Board of Public Utilities

October 24, 2022

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## LCFS BACKGROUND



- Opted into the LCFS Program
- EV – TOU Rate Approved
- Evaluated EV Load in the Integrated Resource Plan

- EV Workshops with Board of Public Utilities
- Development of the LCFS California Clean Fuel Reward Program

- Approval of participation in the LCFS California Clean Fuel Reward Program
- Fall Launch of the California Clean Fuel Reward Program

- Approval of Electrify Riverside Rebates
- Direction from Board to provide an annual update on the rebate programs



## LCFS BACKGROUND

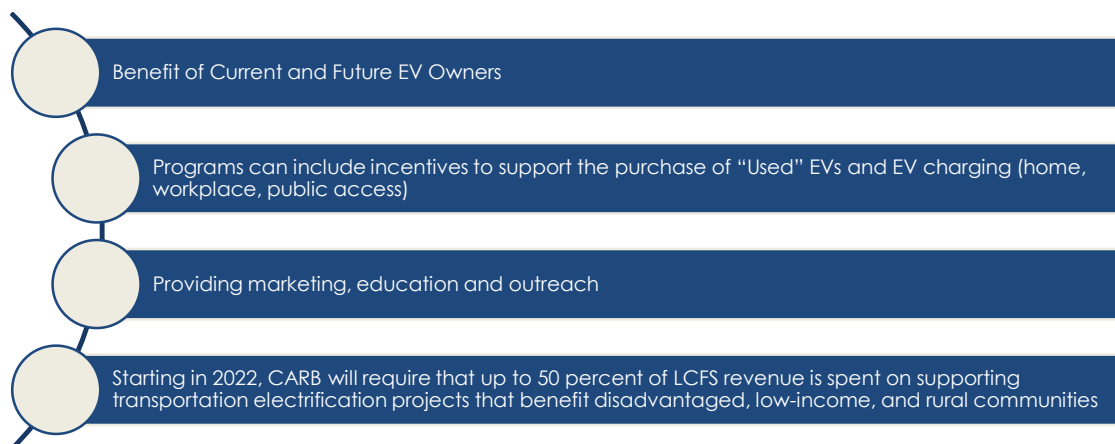
1. RPU was authorized to opt into the Low Carbon Fuel Standard (LCFS) Program by the City Council on March 13, 2018, and authorized to participate in the required point-of-purchase program named the California Clean Fuel Reward (CCFR) on April 7, 2020
2. RPU is allocated LCFS Credits for the charging of the approximately 2,500 electric vehicles registered in the City of Riverside
3. Total credit sales to date is \$4.2 million
4. Starting in 2022, CARB will require that up to 50 percent of LCFS revenue is spent on supporting transportation electrification projects that benefit disadvantaged, low-income, and rural communities



3

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## SPENDING REQUIREMENTS FOR LCFS REVENUE



4

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# TRANSPORTATION ELECTRIFICATION UPDATE

## 1. Climate Change

- a. In California, transportation accounts for ~40% of greenhouse gas emissions

## 2. State of California Goals

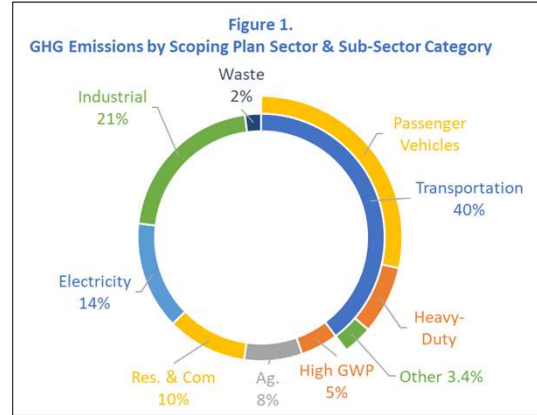
- a. 1.5 million EVs on the road by 2025
- b. 5 million EVs on the road by 2030
- c. All new vehicles sold in California to be zero-emissions by 2035
- d. Transition all fleets to zero emissions vehicles by 2045

## 3. Federal Executive Order

- a. Executive Order by President Joe Biden: Federal agencies to acquire 100% ZEVs by 2035, including 100% zero-emission light-duty vehicles by 2027

## 4. City and RPU Commitment

- a. Utility 2.0 – Commitment to Sustainability
- b. 2025 Strategic Plan / Carbon-neutrality by 2040



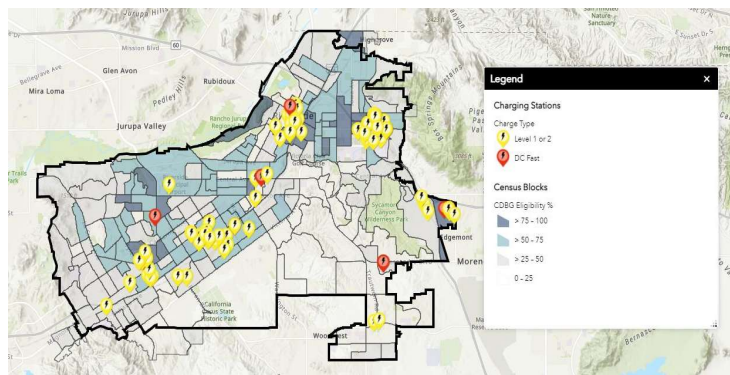
# EV CHARGING INFRASTRUCTURE IN RIVERSIDE

Best Practice  
**For every 1,000 EV's**  
 there should be  
**40 Level 2 charging ports &  
 3-4 DC Fast Chargers**  
 Per National Renewable Energy Laboratory (NREL)

**~3,000 light-duty EVs**  
 Owned by residents & businesses

**244**  
**Level 2 public chargers**

**57**  
**DC Fast Chargers**  
 (36 of which are Tesla)



The map shows the U.S. Department of Housing and Urban Development Community Development Block Grant (CDBG) eligible census tracts. A CD-eligible census tract refers to 2010 census tracts where the area is primarily residential and at least 51% of the residents are low- and moderate-income.



## STATEWIDE PROGRAM UPDATE

1. Program launched in late 2020
2. Original \$1,500 rebate at point of purchase in 2020 – reduced to \$750 in 2021 and then to \$0 in September 2022
3. The reward amount reduction was based on the goal to sustainably maintain a robust and impactful reward amount, which was challenged by several factors, including:
  - a. Higher than estimated growth of electric vehicle sales in California, which have drawn down reward funds more quickly than expected
  - b. Less revenue than initially estimated from the sale of LCFS credits
  - c. The program's legal obligation to maintain at least \$10 million in program funds in reserve
  - d. The Program will continue to be monitored and restored if/when conditions change.



**CALIFORNIA  
CLEAN FUEL  
REWARD<sup>SM</sup>**



7

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## CUSTOMER EV REBATE PROGRAMS



**ELECTRIFY  
RIVERSIDE**

- New** 1. City Facility Public Access EV Chargers Program
- Updated** 2. Residential Used EV Rebate
- 3. Residential Home EV Charger Rebate
- Updated** 4. Public Access EV Charger Rebate
- 5. Outreach and Education



8

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## PROPOSED - EV CHARGER INSTALLATION AT PUBLICLY ACCESSIBLE CITY FACILITIES

**RPU to work with other City departments to fund the installation of publicly accessible EV chargers at City facilities such as libraries, parks, and City parking garages**

1. Identify locations and install EV chargers throughout the city
2. Focus on Low-Income/DACs though any area of the city that does not have EV charger access will be considered
3. Funding for charging equipment and construction costs
4. Program total: \$500,000
  - a. Appropriate \$450,000 for this new program for FY 2022/23
  - b. An additional \$50,000 will be moved from the Residential EV Charger Rebate account for a total of \$500,000



9

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## RESIDENTIAL USED EV REBATE PROGRAM

**Residential rebate program for the purchase of a used electric vehicles from a commercial, California-based, used vehicles auto seller**

1. FY 21/22: 54 rebates approved (3 for SHARE customers)
2. Propose to increase rebate from \$500 to \$1,000
3. Propose to increase additional rebate for low-income customers enrolled in SHARE program from \$1,000 to \$1,500 for a total rebate up to \$2,500
4. Maintain Program budget of \$150,000



10

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## RESIDENTIAL EV CHARGER REBATE

**Rebate for a Level 2 home EV charger for use at a customer's residence with an additional incentive for installation of TOU meter**

1. FY 21/22: 43 rebates and 8 TOU meter rebates approved
2. Continue to offer \$500 with a one-time additional \$805 for installation of TOU meter for customers that opt into the EV-TOU rate
3. Program funding
  - a. Reduce Program budget from \$150,000 to \$100,000
  - b. Move \$50,000 from this account to the "EV Charger Installation at Publicly Accessible City Facilities" Account



11

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## PUBLIC ACCESS EV CHARGER REBATE PROGRAM

**Currently provides rebates to non-residential and multi-family customers that install either wall-mounted or pedestal Level 2 or higher capacity EV charging equipment that exceeds building code standards**

1. FY 21/22: No rebates issued
2. Change rebate name to "Public Access EV Charger Rebate"
3. Increase rebate from \$3,500 per charging station to \$5,000 for public access locations (maximum of 5 per location)
4. Add rebate up to \$10,000 for Schools, Affordable Housing, and Publicly Accessible DC Fast Plug-in locations
5. Maintain rebate only for EV charger, not construction costs
6. Increase marketing to the business and multifamily owner community for the program
7. Maintain Program budget of \$400,000



12

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## UPDATE ON OUTREACH AND EDUCATION

### Continue to focus on outreach and education programs to inform the public on the benefits of EV transportation

1. FY 2021/22 included several events that did not cost the program
  - a. Updated website page and information
  - b. Social media campaign
    - i. Electrify Riverside design, logo, and marketing materials created
    - ii. Social media posts for both Ride and Drive events
  - c. Two EV Ride and Drive events in October and April coinciding with Clean Air Day and Earth Day respectively
    - i. First Ride and Drive event held in December 2021 at City Hall in collaboration with Electrify America
    - ii. Second Ride and Drive event held at City's Earth Day Event April 2022
2. Maintain Program budget of \$30,000



13

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## ONGOING & FUTURE PROGRAMS

1. Development of one or more EV charging rate tariffs for City-owned public access EV chargers
2. Work with fleet managers in the City and department organization to develop a fleet electrification strategy to comply with new regulations



14

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## STRATEGIC PLAN ALIGNMENT

### Priority 4 - Environmental Stewardship

Goal 4.6 - Implement the requisite measures to achieve citywide carbon neutrality no later than 2040

### Priority 6 - Infrastructure, Mobility, & Connectivity

Goal 6.3 - Identify and pursue new and unique funding opportunities to develop, operate, maintain, and renew infrastructure and programs that meet the community's needs

### Cross-Cutting Threads



Community Trust



Fiscal Responsibility



Sustainability & Resiliency



Equity



Innovation



15

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## RECOMMENDATIONS

That the Board of Public Utilities:

1. Approve an increase to the rebate amount for the Residential Used Electric Vehicle Rebate from \$500 to \$1,000, and increase the additional rebate amount for SHARE customers from \$1,000 to \$1,500 using existing funds in the account for Fiscal Year 2022/23;
2. Approve changing the Non-Residential/Multifamily Electric Vehicle Charger Rebate to the Public Access EV Charger Rebates program, using existing funds in this account for Fiscal Year 2022/23;



16

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## RECOMMENDATIONS

3. Authorize the City Manager, or designee, to execute the Rebate Programs and take all necessary actions required or advisable to implement, administer, fund, and carry out the City of Riverside's responsibilities under the Rebate Programs, including the ability to make minor and non-substantive changes and to execute future amendments to the Rebate Programs under substantially similar terms and conditions; and
4. Authorize a supplemental appropriation in the total amount of \$450,000 from the Electric Fund Low Carbon Fuel Reserve Account and appropriate expenditures to the EV Charger Installation at Public City Facilities Account.

