

SACRAMENTO MUNICIPAL UTILITY DISTRICT

PUBLIC UTILITY REGULATORY POLICIES ACT OF 1978 AS AMENDED BY THE INFRASTRUCTURE
INVESTMENT AND JOBS ACT OF 2021

Board Determination on the Electric Vehicle Charging Programs Standard

Summary

The Sacramento Municipal Utility District's (SMUD) Board of Directors has made its determination on the Electric Vehicle Charging Programs Standard set forth in Section 111(d)(20) of the Public Utility Regulatory Policies Act of 1978 (PURPA), as amended by the Infrastructure Investment and Jobs Act of 2021 (IIJA). The Board considered the Electric Vehicle Charging Programs Standard on the basis of its effect on conservation of energy, efficient use of facilities and resources, and equity among electrical consumers, and the objective and requirements of the Municipal Utility District Act (Cal. Pub. Util. Code, § 11501 et seq.).

Statement of Facts

The IIJA was enacted on November 15, 2021, adding new obligations under Title 1 of PURPA. IIJA amended Section 111(d) of PURPA to require each non-regulated utility to consider a new proposed regulatory standard which encourages utilities to promote greater electrification of the transportation sector. SMUD is a covered utility for purposes of PURPA.

SMUD commenced consideration of the standard on October 20, 2022, through Board Resolution No. 22-10-15. On October 18, 2023, the Staff Report and Findings on the Electric Vehicle Charging Programs Standard (Staff Report) was presented and discussed at a public hearing conducted by the SMUD Board at the Energy Resource and Customer Services Committee meeting. SMUD provided public notice of the hearing and the Staff Report was also made available to the public on SMUD's web site (www.smud.org) prior to the hearing. Comments were requested from the public as to the need and desire for SMUD to adopt the Electric Vehicle Charging Programs Standard. Transcript copies of the public hearing and written materials submitted are available for public inspection.

Determination

The Board has considered the information contained in the Staff Report and adoption of the Electric Vehicle Charging Programs Standard. The Board has determined that its consideration of the Electric Vehicle Charging Programs Standard, and the determinations made with respect thereto, are in accord with the provisions of the Municipal Utility District Act and PURPA, as amended by the IIJA. The Electric Vehicle Charging Programs Standard has been considered in light of the record developed during the proceedings on the standard. The Board recognizes the importance of and concurs in the purpose of conservation of electrical energy, efficiency in the use of facilities and resources, and equitable rates as described in PURPA. These purposes were considered in reaching the determination below.

The Board's determination follows.

I. Standard Under Consideration:

ELECTRIC VEHICLE CHARGING PROGRAMS STANDARD

“Section 111(d)(21) -

Each State¹ shall consider measures to promote greater electrification of the transportation sector, including the establishment of rates that —

- (A) promote affordable and equitable electric vehicle charging options for residential, commercial, and public electric vehicle charging infrastructure;*
- (B) improve the customer experience associated with electric vehicle charging, including by reducing charging times for light-, medium-, and heavy-duty vehicles;*
- (C) accelerate third-party investment in electric vehicle charging for light-, medium-, and heavy-duty vehicles; and*
- (D) appropriately recover the marginal costs of delivering electricity to electric vehicles and electric vehicle charging infrastructure.”*

II. Findings:

1. SMUD has adopted Competitive Rates Strategic Direction No. 2 (SD-2) which, among other things, requires rates be designed to reflect the cost of energy when it is used and equitably allocate costs across and within customer classes.
2. SMUD has adopted Environmental Leadership Strategic Direction No. 7 (SD-7) which makes environmental leadership a core value of SMUD by, among other things, promoting the advancement of the electrification of vehicles.
3. SMUD has adopted Resource Planning Strategic-Direction Policy No. 9 (SD-9) which prioritizes carbon emissions reduction by, among other things, pursuing vehicle electrification to reduce 1,000,000 metric tons from transportation in 2030 while at the same time improving equity for under-served communities.
4. SMUD’s 2030 Zero Carbon Plan recognizes that widespread adoption of electric vehicles will be key to achieving zero carbon by prioritizing electrification of transportation. Just last year in 2022, staff updated SMUD’s Board of Directors on its Enterprise Electric Vehicle Strategy to accelerate the transition to electricity as a transportation fuel to meet the decarbonization goals set out by the 2030 Zero Carbon Plan.
5. SMUD has initiated cooperative agreements to advance the electric transportation sector, both at the regional level and on a broader scale, including a 4-Agency Memorandum of Understanding, joining Sacramento Area Council of Governments (SACOG), Sacramento Metropolitan Air Quality Management District (SMAQMD), and Sacramento Regional Transit (SacRT) to create a regional zero emission vehicle deployment strategy that prioritizes electrification in under-resourced communities, personal and shared ride vehicles, public

¹ “State” is defined to include a nonregulated electric utility, such as SMUD.

and private transit, micro-transit and passenger shuttles, and medium and heavy-duty fleets.

6. SMUD also partnered with Plug In America to launch its dealer engagement program to train, certify and support dealers selling electric vehicles in our service territory and to deploy an online electric vehicle buying guide.
7. SMUD is an active member of the Sacramento PEV Collaborative, Sacramento Clean Air Partnership, and the West Coast Clean Transit Corridor Initiative to accelerate infrastructure planning and deployment of charging plazas along key transportation corridors.
8. SMUD collaborates with partners to identify grant opportunities that include potential awards to scale charging deployments serving multifamily residents, surrounding communities, and regional corridor fast charging to reduce charging times. For example, SMUD, SACOG, SMAQMD, SacRT, Sacramento Clean Cities, the California Mobility Center, and the Cities of Sacramento and West Sacramento recently completed a California Energy Commission (CEC) funded blueprint study of electric vehicle infrastructure.
9. SMUD's Charge@Home program provides up to \$1,000 in rebates for residential wiring upgrades and installation of home electric vehicle charging equipment.
10. SMUD upgrades and equips homes at no cost to the residents for electric vehicle charging for customers participating in the Clean Cars 4 All (CC4A) low-income program.
11. SMUD's multifamily program conducts comprehensive electrification assessments with recommendations for charger installations through the SMUD Contractor Network and the SMUD eFuelsm Solutions program. And SMUD was recently awarded a CEC grant to install over 100 chargers in new, existing, and planned multifamily complexes.
12. SMUD helped build and energize Sacramento's first eMobility Hub in the Del Paso Heights neighborhood, an historically under-resourced community. SMUD is actively exploring locations for siting of additional eMobility Hubs by assessing the impact on surrounding communities to determine the efficacy of scaling eMobility Hubs to as many as 52 sites.
13. SMUD has deployed direct current (DC) fast charging at six sites to address and alleviate concerns about access to charging, range anxiety and charging times, and the CEC recently awarded SMUD a grant to upgrade the DC fast chargers at two of the six existing sites and to add a seventh SMUD fast charging site.
14. For commercial/industrial customers, SMUD offers incentives up to \$30,000 to support the deployment of high-power DC fast chargers (greater than 50 kW) and up to \$15,000 in incentives for electric vehicle purchases by commercial fleets. An additional \$15,000 is available for those who site DC fast chargers in equity locations.
15. SMUD partnered with Electrify America as one of the first Green City investment focal areas to deploy seven DC fast charging sites.
16. SMUD is the first utility to directly partner with the CEC and the Center for Sustainable Energy to provide \$1,000,000 in direct incentive dollars to help fund the California Electric Vehicle Incentive Program in our service territory, which through 2022, led to the deployment of more than 100 DC fast chargers across our service territory.
17. SMUD has begun development of a smartphone electric vehicle app featuring an integrated e-Roaming platform to provide SMUD customers with single account access to multiple

- charging network partners and to deliver more equitable access and rates for electric charging by residents in multifamily homes and equity communities.
18. SMUD has adopted a residential electric vehicle rate discount of 1.5 cents/kWh off of the standard retail rate and also a commercial pilot electric vehicle rate intended to mitigate demand charges for low utilization at the beginning of charging infrastructure deployments; both of which are designed to recover SMUD's marginal cost by reflecting the cost of energy when it is used and equitably allocate costs across and within customer classes.
 19. As reflected in the Strategic Direction, and through its various practices, initiatives, and rates, SMUD's electric vehicle charging programs meet the new federal standard.

III. Determination by the SMUD Board

The Electric Vehicle Charging Programs Standard is appropriate for use by SMUD.