

Building Planning Capacity for Zero Emission Vehicle Adoption

Goal: The Governor's Executive Order N-79-201 (2021) aims to achieve 100% light-duty zero-emission vehicle (ZEV) sales by 2035, 100% ZEV medium- and heavy-duty vehicles in California by 2045, and 100% zero-emission off-road vehicles and equipment operations by 2035. To meet these goals, local jurisdictions can support through:

- Adopting voluntary tiers for CALGreen EV-ready charging infrastructure codes.
- Engaging the community in siting charging infrastructure equitably.
- Ensuring streamlined permitting for EV charging.
- Converting public city fleets to ZEVs.

State Support: The State offers ZEV guidance and funding programs for local jurisdictions to advance multi-modal ZEV and ZEV infrastructure to achieve its ZEV goals. Key guidance and support are highlighted below:

Guidance

- The Department of Business and Economic Development (GO-Biz) [ZEV Resources and Readiness](#) includes [GO-Biz Electric Vehicle Charging Station Readiness](#) with a permitting guidebook, best practices, and resources.
- [GO-Biz Resources for Transitioning to a Zero-Emission Fleet](#)
- [Local Government Multi-Modal ZEV Readiness and Actions](#) defines a “ZEV-ready” community and provides a list of actions that can be tailored to each community’s needs. Includes links to examples of ZEV community readiness plans and blueprints.

Funding Support

- [GO-Biz ZEV Funding Resources](#) (includes Clean Cars 4 All, hybrid and electric truck and bus (HVIP), Off-Road Equipment (CORE), infrastructure incentives, utility transportation electrification incentives, financing programs, California budget and funding plans, and federal funding).
- [California Air Resources Board \(CARB\) Low Carbon Clean Transportation Funding Programs](#)
 - [Clean Mobility Options \(CMO\)](#) and [CMO funding](#) for zero-emission mobility projects and needs assessments.
 - [Planning and Capacity Building, Clean Mobility in Schools \(CMiS\) and the Sustainable Transportation and Equity Project \(STEP\)](#)
- [California Energy Commission \(CEC\) Clean Transportation Program funding](#)
 - [CALeVIP for regional charging infrastructure](#)



Challenges and Opportunities: ZEV Costs and Equity

ZEVs have been significantly more expensive than gasoline vehicles for many years, however, that gap is closing. ZEV price analysis shows that ZEV costs will drop below the price of gasoline vehicles by 2027, with the lowest range ZEVs reaching price equality with gasoline cars by 2024. To reduce barriers to ZEV ownership and use, local governments can provide outreach and education about state rebates and incentives as well as supporting ZEV car-share programs. The State has programs that help a community assess its transportation needs and access funding for planning and capacity building, transportation pilots and needs assessments as well.

Over 30% of Californians live in multi-family homes without access to a dedicated charger. This is a significant barrier for many. The State is addressing this issue by providing incentives and grants for multi-family dwelling owners, options for nearby charging hubs, and the CALGreen code has increased requirements for EV chargers in new multi-unit buildings. Some communities lack sufficient charging infrastructure, but the State's CALeVIP program provides significant rebates for charging infrastructure in every region of the state. Regions and communities need to be aware of opportunities such as this to increase the density of chargers in their areas.

Example Policies:

Strong planning at the local level includes setting feasible goals with measurable benchmarks, identifying potential funding sources, dedicating staff, and creating an implementation timeline that can ensure policies move forward even as administrations cycle. Local jurisdictions can include policies in general plans, climate action plans, and municipal codes. Please see examples below:

Port Hueneme City, 2021: “4.1 Policy CAP 2-1: Increase electric/alternative fuel vehicle and equipment adoption to 10% by 2030, and 15% by 2045. Action Number CAP 2-1.1: Adopt EV Charging Reach Code for Commercial and Multifamily Buildings that require all new commercial and multifamily buildings to exceed minimum CALGreen standards for “EV Ready” charging spaces and infrastructure.”

Timeline: Anticipated Reduction (MT CO₂e) - 2030: 3,555; 2045: 4,635. Funding: none.
Personnel: none

City of Burbank Climate Action Plan, 2022: “T.3.1 Increase zero-emission vehicle adoption to 23% of all passenger vehicles by 2030 and 100% by 2045.”

“T-3.1a Adopt an EV Charging Retrofits in Existing Commercial and Multifamily Buildings Reach Code requiring major retrofits, with either a building permit with square



footage larger than 10,000 square feet or including modification of electric service panels, to meet CalGreen requirements for “EV Ready” charging spaces and infrastructure.”

Timeline: phase I of plan implementation (1-3 years)

Funding: none

Personnel: anticipate needing staff and consultant time