



# TOWN OF FAIRFAX

## STAFF REPORT

### April 6, 2022

**TO:** Mayor and Town Council

**FROM:** Heather Abrams, Town Manager

**SUBJECT:** Authorize the Mayor to send a letter of support for AB 1814

---

#### **RECOMMENDATION**

Authorize the Mayor to send a letter of support for AB 1814.

#### **BACKGROUND**

Across California, more than 40% of greenhouse gas emissions (GHGs) come from the transportation sector. As such, there is a strong statewide emphasis on deploying more electric and other zero-emission vehicles, and the charging/refueling infrastructure needed to support them. The California Energy Commission has found that more than one million additional public and shared electric vehicle (EV) chargers must be installed by 2030 in order to meet state zero-emission vehicle goals.

Fairfax's Climate Action Plan includes electrification of vehicles and installation of EV chargers. Approximately 52% of Fairfax's greenhouse gas (GHG) emissions are attributed to transportation, according to the latest 2019 GHG inventory.

Fairfax is a member of Marin Clean Energy (MCE). MCE is a community choice aggregator (CCA) that provides clean electricity at competitive rates to more than one million residents and businesses in Contra Costa, Marin, Napa, and Solano counties, including the vast majority of Fairfax residents and businesses. MCE also offers a wide range of clean energy programs and incentives that are tailored to meet the needs of the communities it serves.

MCE currently offers programs and incentives to support EVs, with particular focus on the customers that are hardest to reach, including small businesses, multi-family properties, low-income customers. These programs are funded through MCE's own revenues and supplemented with other state funds. MCE intends to continue pursuing additional state and federal funds to support EV deployment and adoption.

#### **DISCUSSION**

To support the transition to EVs, the California Public Utilities Commission (CPUC) has statutory authority to approve applications from Investor-Owned Utilities (IOUs) for funding to support their EV charging programs. This funding is collected from all customers, including those who receive electric

service from CCAs like MCE. However, CCAs are not currently permitted to apply for this funding to support their own EV charging programs.

AB 1814 (Grayson) would permit CCAs to apply to the CPUC to receive funding to support their own EV charging programs. Importantly, AB 1814 would not increase electric rates for any customers. It would simply give CCAs the chance to apply for available CPUC funding.

CCAs have a demonstrated track record of deploying charging infrastructure in better locations and at a lower cost than the IOUs, thanks to their close relationships with the communities they serve. With access to supportive funding through the CPUC, as well as other state and federal sources, MCE will be able to work more closely with Fairfax to deploy EV charging stations that best meet the needs of Fairfax residents and businesses.

**FISCAL IMPACT**

None

**ATTACHMENT**

Draft letter of support

DRAFT LETTER

April 7, 2022

The Honorable Eduardo Garcia  
Chair, Assembly Utilities and Energy Committee

VIA POSITION LETTER PORTAL  
<https://calegislation.lc.ca.gov/Advocates/>

**Re: AB 1814 (Grayson) – SUPPORT**

Dear Assemblymember Garcia:

On behalf of the Fairfax Town Council, I write in support of AB 1814, a narrow bill that would allow Community Choice Aggregators (CCAs) to submit applications to the California Public Utilities Commission (CPUC) to receive funding to support transportation electrification. Fairfax is deeply committed to climate action. Fairfax is a member of Marin Clean Energy (MCE) and supports efforts to ensure that CCAs have a full suite of tools necessary to confront the climate crisis by eliminating fossil fuel greenhouse gas emissions and to create equitable community benefits.

Transportation electrification (TE) is a vital component of California’s climate change mitigation strategy, as well as a key environmental priority for Fairfax. With an ambitious state goal of achieving at least five million zero-emission vehicles (ZEVs) on the road by 2030 and 250,000 electric vehicle charging stations by 2025, Fairfax seeks to ensure that an appropriate share of these investments is located in and benefits Fairfax residents. CCAs, as local government agencies themselves, are particularly well-suited to deploy TE infrastructure in ways that best benefit local communities and residents.

Today, all customers pay into the programs administered by the CPUC, but only investor-owned utilities (IOUs) can access those funds to support their programs. Importantly, under AB 1814 CCAs would have to apply for the funds in the same manner that IOUs do. Fairfax supports AB 1814 because it would correct this funding inequity and allow all customers to fully benefit from the programs their monthly bills support. By adding effective and nimble additional administrators to the CPUC’s programs, AB 1814 will make the CPUC’s TE programs more successful as well.

CCAs have a proven track record of serving our customers and communities with programs and service options tailored to meet local needs and priorities. AB 1814 will help to expand upon already-successful CCA TE offerings and ensure ratepayer fairness for CCA communities.

For these reasons, Fairfax is pleased to support AB 1814. Thank you for your leadership on this important issue.

Sincerely,

Stephanie Hellman  
Mayor, Town of Fairfax

Cc: The Honorable Assemblymember Tim Grayson  
Honorable Members of the Assembly Utilities and Energy Committee  
Laura Shybut, Consultant, Assembly Utilities and Energy Committee