



City of Palo Alto

City Council Staff Report

(ID # 10846)

Report Type: Consent Calendar

Meeting Date: 12/2/2019

Summary Title: Amend E-15 Electric Service Connection Charges to Provide Credit/Rebate using LCFS funds

Title: Adoption of a Resolution Amending Utility Rate Schedule E-15 (Electric Service Connection Charges) and Approving Updates to the City's Program for the use of Revenues From the Sale of Low Carbon Fuel Standard Credits

From: City Manager

Lead Department: Utilities

Recommendation

Staff recommends the adoption of the attached Resolution (Attachment A) amending Utility Rate Schedule E-15 (Electric Service Connection Charges) and approving updates to the City's Program for the Use of Revenues from Low Carbon Fuel Standard Program.

Executive Summary

A portfolio of Electric Vehicle customer programs is currently administered by City of Palo Alto Utilities (CPAU) with revenues from the California Air Resources Board's (CARB) Low Carbon Fuel Standards (LCFS) program,¹ with minimal use of electric ratepayer funds. In October 2016 (Council Staff Report [#7301](#)) Council approved a plan authorizing the use of LCFS revenues in a variety of ways to promote Electric Vehicles (EVs) and Compressed Natural Gas Vehicles (CNGV), including customer programs to promote EV charger installation and to educate the community on the benefit of EV transportation.

One such EV customer program provides a bill credit on Electric Service Connection Charges (as shown on Utility Rate Schedule E-15) in the event a customer requires an electric service upgrade triggered by a customer need to install EV charger(s). The proposed amendment to rate schedule E-15 removes language about LCFS program credit amounts and eligibility requirements in order to permit more efficient program administration (Attachment B). The credits themselves will remain available and information about them will continue to be provided on CPAU's website. CPAU will provide incentive in the form of a credit or rebate on Electric Service Connection Charges of up to \$10,000 for single family homes and up to \$100,000 for multi-family, mixed use and commercial properties.

¹ CARB's LCFS program overview is provided here: <http://www.arb.ca.gov/fuels/lcfs/lcfs.htm>

In January 2019, CARB extended the state's LCFS program regulations through 2030². In accordance with the timeline in the state's updated regulations, and experience gained from implementing CPAU's LCFS program, staff recommends Council approve an update to Palo Alto's 2016 LCFS Program (Attachment C).

Staff anticipates that LCFS revenues and funds available for EV Customer Programs over the next three years will be approximately \$8.7 million, of which \$3.3 million is already available. Annual revenues are expected to range of \$1.5 to \$2 million in the next three years and will likely increase substantially by 2030 as the number of EVs registered in Palo Alto increase in the next decade.

Background

Electrification of transportation is a primary strategy for the community to lower greenhouse gases. CPAU's EV customer programs are part of a broader City-wide collaboration on EVs involving other departments including Development Services, Publics Works, Planning, Transportation Departments, and the Sustainability Office. These departments have worked together to develop and implement a portfolio of programs to facilitate the adoption of Electric Vehicles (EV) in Palo Alto. These actions are outlined in the [Sustainability Implementation Plan](#) (SIP) to achieve Palo Alto's climate goals. Staff presented the current version of the EV SIP to the Utilities Advisory Commission (UAC) in [June 2019](#) and presented an update of CPAU EV customer programs in [September 2019](#). A summary of CPAU's current EV customer programs is provided in Attachment D. There will be further opportunities to comment on this program portfolio during the 2020 update to the Sustainability and Climate Action Plan (S/CAP).

Discussion

One of the EV customer programs, funded by revenues from the LCFS program, provides a credit on CPAU's Electric Service Connection Charges (as shown on Utility Rate Schedule E-15) in the event a customer requires an electric service upgrade triggered by a customer need to install EV charger(s)³. The credit amount is currently specified within the E-15 rate schedule. The proposed amendment to rate schedule E-15 removes language about LCFS program credit amounts and eligibility requirements in order to permit more efficient program administration (Attachment B). The credits themselves will remain available and information about them will continue to be provided on CPAU's website.

In October 2016 the City Council provided the City Manager broad authority to administer and update EV related customer programs, including the ability to set rebate and credit amounts. CPAU will be providing incentives in the form of a credit or rebate on customer Connection Charges of up to \$10,000

² The January 4, 2019 LCFS program regulations approved by CARB increased the goal to lower the carbon intensity of California's transportation fuels from 10% by 2020, to 20% by 2030 (below 2010 baseline). The extension of the program through 2030 has provided greater certainty of LCFS revenues to electric distribution companies, such as CPAU, to invest in electrical infrastructure to promote EV adoption.

See details of the regulations here: [LCFS Regulation 2018-19](#), [Background Presentation of LCFS Regulations](#)

³ Because electric vehicle supply equipment (EVSE or EV charger) can draw a significant amount of power from the utility's distribution system, sometimes the utility must upgrade its system in order to accommodate a customer's EVSE. If the customer is requesting a service larger than 200 amperes (A), the customer will be charged for the utility's actual costs rather than being charged for a flat fee. Utility Rate Schedule E-15 currently provides a credit of up to \$3,000 for a residential property subject to Electric Service Connection Charge (Utility Rate Schedule E-15) in this situation.

for single family homes and up to \$100,000 for multi-family, mixed use and commercial properties.

When Council delegated authority to the City Manager to manage the LCFS program in October 2016, the duration of the delegation was through 2020. Staff therefore recommends that Council extend delegation of authority to the City Manager through 2030, the duration of the state's 2019 LCFS regulation. The updated *CPAU Program for the Use of Revenues from the Sale of LCFS Credits* is provided as Attachment C.

The LCFS Program includes four primary elements:

- A. Use of revenues from the sale of LCFS credits for EVs to provide customer rebates, discounts, technical assistance, education and other programs to encourage EV adoption and lower CPAU's cost to serve current and future EV drivers;
- B. Use of revenues from the sale of LCFS credits for CNG vehicles to facilitate CNG vehicle adoption;
- C. City Manager authority to determine credit/rebate amounts, allocate funds to individual programs, and suspend or change program details; and
- D. Program terms and reporting requirements, which specify that the program will be in place until the end of 2030 and that annual reports to the Council will be provided.

A summary of CPAU's current EV customer programs is provided in Attachment D.

Resource Impact

The cost associated with EV customer programs will be funded by revenues from CARB's LCFS program. Minimal rate-payer funds will be utilized. Overall budget for customer EV programs over the next three years is projected to be \$8.7 million, of which approximately \$1 million is projected to be expended on credits or rebates related to Electric Service Connection Charges.

Policy Implications

This recommendation is consistent with the Council-approved Utilities Strategic Plan to manage finances optimally and use resources efficiently to meet customer service priorities. Effectively administering EV customer programs will also help achieve the community's GHG reduction goals.

Stakeholder Engagement

The portfolio of EV customer programs was developed based on customer survey results and with input from various City departments, the Utilities Advisory Commission, and a group of EV enthusiasts in Palo Alto. CPAU also requested feedback on the EV customer program update through e-mail blasts and other outreach encouraging customers to comment on the plan prior to the September 2019 UAC meeting or to go to that meeting to provide comments. Individual EV customer programs are being promoted through the Chamber of Commerce and through Commercial and Residential Customer newsletters. Customer utility bill inserts are also being planned.

The Electric Service Connection Charges Credit/Rebate program will be publicized by CPAU's EV Advisor with the EV Charging Technical Assistance and Home Efficiency Genie customer outreach programs. Multi-unit dwellings, non-profits and schools interested in installing EV chargers can also seek expert assistance by emailing EVAdvisor@cityofpaloalto.org or by calling 650-729-2064.

When customers seek cost estimates for electric service upgrades from CPAU's Electrical Engineering Division, they will be provided with cost estimates along with the amount of bill credit or rebates they may be eligible for.

Environmental Review

Approval of this resolution to amend the E-15 utility rate schedule and update the City's LCFS Program does not meet the California Environmental Quality Act's definition of a "project" under Public Resources Code Section 21065, thus environmental review is not required.

Attachments:

- Attachment A: Resolution
- Exhibit A to the Resolution: Amended Utility Rate Schedule E-15 (Electric Service Connection Charges)
- Exhibit B to the Resolution: Palo Alto Program for the Use of Revenues from the Sale of LCFS Credits - Updated 2019
- Attachment B: Detailed Description and Projected Expenditures of EV Customer Programs

Not Yet Passed

Resolution No. _____

Resolution Amending Utility Rate Schedule E-15 (Electric Service Connection Charges), and Approving Updates to the City's Program for use of Revenues from the Sale of Low Carbon Fuel Standard Credits

RECITALS

- A. In October 2016 City Council approved Palo Alto's first Low Carbon Fuel Standards (LCFS) Program; and
- B. In January 2019 the California Air Resources Board adopted updated LCFS program regulations and extended the state's LCFS program until 2030; and
- C. In light of CARB's updated LCFS regulations and the City's experience in implementing the Council approved-LCFS program in Palo Alto since 2016, staff seeks to update the City's existing Program for the Use of Revenues from the Sale of Low Carbon Fuel Standard Credits; and
- D. In order to permit more efficient program administration, staff also seeks to amend Utility Rate Schedule E-15 (Electric Service Connection Charges) to remove language about LCFS program credit amounts and eligibility requirements. The credits themselves will remain available and information about them will continue to be provided on CPAU's website.

The Council of the City of Palo Alto does Hereby RESOLVE, as follows:

SECTION 1. Pursuant to section 12.20.010 of the Palo Alto Municipal Code, Utility Rate Schedule E-15 (Electric Service Connection Charges) of the Palo Alto Utilities Rates and Charges (Exhibit A), is hereby amended to read as attached and incorporated. The foregoing Utility Rate Schedule, as amended, shall become effective January 1, 2020.

SECTION 2. The Council of the City of Palo Alto hereby approves the updated Low Carbon Fuel Standard Program for Use of Revenues from the Sale of Low Carbon Fuel Standard Credits (Exhibit B).

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Not Yet Passed

SECTION 3. The Council finds that the adoption of this resolution does not meet the California Environmental Quality Act’s definition of a “project” under Public Resources Code 21065, thus environmental review is not required.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Assistant City Attorney

APPROVED:

Mayor

City Manager

Director of Utilities

Exhibit A to Resolution
ELECTRIC SERVICE CONNECTION CHARGES

UTILITY RATE SCHEDULE E-15

A. APPLICABILITY:

This Rate Schedule applies to all connections, interconnections, expansions, and upgrades to the City's Electric Distribution System, except connections that serve street lighting or traffic signals.

B. TERRITORY:

This Rate Schedule applies anywhere the City of Palo Alto provides Electric Service.

C. CHARGES:

All Charges must be pre-paid by the Applicant prior to the scheduling of any construction or connections to the City's Electrical Distribution System.

1. ADVANCE ENGINEERING FEES

The Applicant must pay all Advance Engineering Fees to start the engineering process which are non-refundable. The Advance Engineering Fees will be credited against the estimated job cost prior to the collection of construction fees. For Service connections that do not require a job estimate, CPAU will not require Advance Engineering Fees.

2. UNDERGROUND SYSTEMS

(A) Service Connection Charges:

Service Connection Charges are required when the City connects any Customer to the City's electrical Distribution System. A one-time waiver of this fee may be granted for Services connected during the construction of an underground conversion district.

(1) Residential - Single Family

These fees apply to a development in which Electric Metering will be on a single-family basis.

(a) For a 250 volt maximum, 200 amp or less service\$1,040

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Exhibit A to Resolution
ELECTRIC SERVICE CONNECTION CHARGES

UTILITY RATE SCHEDULE E-15

- (b) For any connection requiring greater capacity the fee shall be CPAU's estimate of the installation cost or \$1040, whichever is greater.
- (c) For a 250 volt maximum, 200 amp max service from a rear easement.....\$2,330
- (d) For any rear easement connection requiring greater capacity the fee shall be CPAU's estimate of the installation cost or \$2330, whichever is greater.

(2) Commercial/Industrial

These fees apply to commercial, industrial, and multi-family residential services.

- (a) For a 250 volt maximum, 200 amp or less service\$1,420
- (b) For any connection requiring greater capacity, the fee shall be CPAU's estimate of the installation costs or \$1420, whichever is greater.

(B) On-site Distribution System Charges:

Where CPAU installs or will install the underground conductors (primary or secondary), switches or transformers in and on facilities provided by the developer within the boundaries of a sub-division or other development, an on-site distribution system fee shall be charged, based on CPAU's estimate of all applicable installation costs.

(C) Off-Site Distribution System Charges:

Where CPAU installs or will install an Electric Distribution system, system extension, or system reinforcement outside the boundaries of a sub-division or other development to be served, an off-site distribution system fee shall apply, based on CPAU's estimate of all applicable installation costs.

3. OVERHEAD SYSTEMS

Connection Charges shall apply for all new Services or Service upgrades exceeding 200 amps.

(A) Overhead Service Connection Replacement Charges:

(1) Residential – Single Family

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*Supersedes Sheet No. E-15-2
dated 11-01-16*



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Sheet No. **E-15-2**
Effective 09-01-2019

Exhibit A to Resolution
ELECTRIC SERVICE CONNECTION CHARGES

UTILITY RATE SCHEDULE E-15

These fees apply to development in which Electric Metering will be on a single-family basis.

- (a) For a 250 volt maximum, 200 amp or less, 3 and 4 wire services,
100 feet in length maximum services\$1,040
- (b) For a 250 volt maximum, 200 amp or less, 3 and 4 wire services,
100 feet in length maximum services, mid-span connection\$2,370
- (c) For all others the fee shall be CPAU's estimate of the installation cost or \$1040,
whichever is greater.

(2) Commercial/Industrial

These fees apply to commercial, industrial, multi-family residential Services.

- (a) For a 250 volt maximum, 200 amp or less, 3 and 4 wire services,
100 feet in length maximum service\$1,440
 - (b) For all others the fee shall be CPAU's estimate of the installation cost or
\$1440, whichever is greater.
- (3) Charges for replacement of Overhead Services not described above, shall be based on CPAU's estimate of applicable costs.

4. TEMPORARY SERVICE

(A) Overhead Temporary Service Charges:

- (1) For a 250 volt, 200 amp, 3 wire service,
100 feet in length maximum service\$1,190
- (2) Fees for a Temporary Service of greater length and capacity or voltage shall be based
on CPAU's estimate of all applicable installation and removal costs, or \$1,190,
whichever is greater.

(B) Underground Temporary Service Charges:

- (1) For a 250 volt, 200 amp, 3-wire maximum service,
If a Service box is available at the property\$1,190

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Exhibit A to Resolution
ELECTRIC SERVICE CONNECTION CHARGES

UTILITY RATE SCHEDULE E-15

- (2) If a Service box is not available at the property, the Customer will be responsible for fees to provide a Service box.
- (3) Fees for a Temporary Service of greater length and capacity or Voltage shall be based on CPAU's estimate of the installation and removal costs, or \$1190, whichever is greater.

5. GENERATOR INTERCONNECTION

CPAU shall charge a fee for evaluation of Generator Interconnection Applications performed pursuant to Rule and Regulation 27.

(A) Advance Engineering Fees:

- (1) Net Energy Metering projects or projects with a size less than or equal to 10 kW taking Service under the Net Energy Metering Successor Program.....\$0
- (2) All Projects not covered under section 4(A)(1), which are greater than 10 kW and less than 100 kW in capacity\$840
- (3) All Projects not covered under section 4(A)(1), which are greater than or equal to 100 kW and less than 500 kW in capacity\$5,550
- (4) All Projects not covered under section 4(A)(1), which are 500 kW or greater in capacity\$10,700

(B) Detailed Study:

- (1) Net Energy Metering projects or projects with a size less than or equal to 10 kW taking Service under the Net Energy Metering Successor Program)\$0
- (2) Detailed Study fees for all Projects not covered under section 4(B)(1) shall be based on CPAU's estimate.

(C) Interconnection Charges:

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*Supersedes Sheet No. E-15-4
dated 11-01-16*



Sheet No. **E-15-4**
Effective 09-01-2019

Exhibit A to Resolution
ELECTRIC SERVICE CONNECTION CHARGES

UTILITY RATE SCHEDULE E-15

- (1) Net Energy Metering projects or projects taking Service under the Net Energy Metering Successor Program)\$0
- (2) All projects less than or equal to 10 kW not under section 4(C)(1)\$152
- (3) Interconnection fees for all Projects not covered under section 4(C)(1) or 4(C)(2) will be based on CPAU's estimate.

6. PALO ALTO CLEAN LOCAL ENERGY ACCESSIBLE NOW PROGRAM

Meter maintenance and administrative service Charge for Generators participating in the Palo Alto Clean Local Energy Accessible Now (CLEAN) Program.....\$34.73

G. CREDITS:

Electric Vehicle Supply Equipment (EVSE) Credit:

Rebates or credits may be available to defray electric service connection chargers, if the service upgrade is a result of higher electrical loads caused by electric vehicle charging. For additional information visit: <https://www.cityofpaloalto.org/gov/depts/utl/> or call 650-329-2241

H. NOTES:

- 1. These Charges apply to all vacant land except where the Charges are recorded as previously paid.
- 2. CPAU can generally provide service availability from 30 to 45 days after all Charges are paid except when long lead-time equipment or materials are required. Consult the City for estimated lead-times.
- 3. CPAU is not responsible for delays in Service connection caused by conditions beyond its control, including, but not limited to, delays in the arrival of equipment such as transformers, switches and cable.

{End}

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Issued by the City Council

*Supersedes Sheet No. E-15-5
dated 11-01-16*



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Sheet No. **E-15-5**
Effective 09-01-2019

**CITY OF PALO ALTO PROGRAM FOR USE OF REVENUES FROM THE SALE OF LOW
CARBON FUEL STANDARD CREDITS *(Updated December 2019)***

Low Carbon Fuel Standard (LCFS) credits are allocated to the City of Palo Alto by the California Air Resources Board (CARB) based on the estimated amount of electricity used by electric vehicles (EVs) served by City of Palo Alto Utilities (CPAU), the amount of electricity dispensed by EV chargers owned and operated by the City, and Compressed Natural Gas (CNG) dispensed at the Municipal Service Center for CNG-fueled vehicles. This document outlines programs the City intends to promote to benefit current and future EV drivers, in compliance with the state's LCFS regulations.¹

A. Use of Revenues from the Sale of LCFS Credits for Electric Vehicles

CPAU may use LCFS credit sales revenue to provide rebates, discounts or funding for any of the following purposes:

1. Rebates for the installation of Electric Vehicle Supply Equipment (EVSE), focusing on multi-family residential buildings and shared parking areas.
2. Rebate or Credit Electric Service Connection Charges related to the installation of EVSE.
3. Rebates for the purchase of EVs, including, but not limited to participation in statewide EV rebate programs, regional Light Electric Vehicle (LEV) rebate programs which may include electric scooters and bicycles, or targeted income-qualified customer programs.
4. Discounts to residential off-peak electricity rates for customers with registered EVs, who elect to be on a time-of-use electricity rate.
5. Incentives for EV owners willing to provide CPAU access to EV charging information or willing to participate in grid-interactive EV charging programs.
6. Funding for CPAU programs designed to lower the cost of electric utility services for EV charging or enable EV owners to modulate charging patterns to lower charging cost.
7. Support for pilot-scale programs to expedite EV adoption.
8. Education and outreach activities to accelerate EVSE installations and EV adoption.

B. Use of Revenues from the Sale of LCFS Credits for CNGVs

The City may use LCFS credit sales revenues to facilitate CNG vehicle adoption in the following order of preference:

1. Fund capital and maintenance costs associated with the CNG station at the Municipal Service Center to facilitate expanding the CNG vehicle customer base.
2. Fund activity to dispense carbon neutral CNG (e.g. use of certified environmental offsets or renewable natural gas supplies).
3. Reduce the CNG retail rate charged for vehicles.

¹ CARB regulations currently require CPAU's LCFS revenues generated from non-metered residential EV charging to be used to: 1) benefit current and future electric vehicle drivers in California; 2) educate the public and customers on the benefits of EV transportation, and 3) provide rate options that encourage off-peak charging and minimize adverse grid impacts (17 CCR Sec. 95491(d)(3)(A)(2) – (4)). CARB's LCFS program overview is provided here: <http://www.arb.ca.gov/fuels/lcfs/lcfs.htm>.

C. City Manager Authority

1. The actual rebate and discount amounts and individual program budgets shall be based on funds available and customer demand for programs, and shall be determined by the City Manager. The CNG retail rate, including the discount offered based on available LCFS sales revenue available, shall be determined by the City Manager.
2. The City Manager is authorized to:
 - a. Annually make changes to the programs and implementation details to optimally utilize the revenues to benefit of EV and CNG vehicle owners.
 - b. Suspend customer programs if funds are depleted or if a program is found to be ineffective at meeting stated program goals or regulatory requirements.

D. Program Term and Reporting Requirements

1. This Program shall be in place until December 31, 2030, unless revised by Council.
2. The Council shall be provided annual reports on LCFS credit sales revenues and customer program expenditures.
3. The rebate amounts and related detailed guidelines shall be published on the City's website.

Description of Portfolio of Electric Vehicle Customer Programs

The Utilities Department is anticipating to devote Low-Carbon Fuel Standard Program Revenues to the following programs for CY 2019 through CY 2021. These are estimates, actual expenditure could change considerably based on the customer demand for individual programs. The total expenditure of all programs would be within budgetary limits approved by Council annually.

1. Point of Purchase EV Rebates: In accordance with Section 95483(c) of CARB's Low Carbon Fuel Standard regulations, 20% of funds will be provided to the State to provide point of purchase rebates to EV buyers. Palo Alto share is estimated at \$1M over 3 years.
2. Electric Vehicle Supply Equipment (EVSE) Rebates: Up to \$3.7 million will be devoted to providing rebates for multi-unit dwellings (MUDs), non-profits, and schools, with rebate levels as described below, and up to \$600,000 for new technical assistance program to be launched in fall 2019¹ to these customers.
3. Transformer Upgrades:
 - MUDs, non-profits, and schools - Up to \$800,000 may be used to provide rebates when the installation of EV chargers necessitates a new electrical service or transformer upgrade.
 - Single-family homes - Up to \$230,000 may be used to reimburse customers for utility connection fees when the installation of EVSE results in the need for a utility transformer upgrade
4. CEC Grant for Workplace Charging: Up to \$1 million may be used as matching funds for the California Energy Commission's [CALeVIP \(California Electric Vehicle Infrastructure Project\)](#) program to provide rebates for EV charging infrastructure (focus on publicly available Level 3 chargers at neighborhood centers and Level 2 workplace chargers, but multi-family buildings are also eligible).
5. Pilot Programs: Up to \$150,000 may be used for EV-related pilot programs, to be approved by the Utilities Director or his designee. Programs may include time-of-use rates to encourage off-peak charging of electric vehicles.
6. Program Administration and Marketing: Up to \$400,000 total over three years may be used for program administration, education, outreach, and marketing.
7. Other Programs to be Determined: Explore use of remaining funds (\$680,000) for other EV-related purposes, subject to additional Council and/or City Manager approval, including but not limited to:
 - a. All-Electric Home Rebates: Explore using up to \$400,000 to provide rebates for equipment in all-electric homes related to EV charger installation.
 - b. Program for Low-Income Residents: Explore using up to \$300,000 to provide incentives to low-income customers for purchase of a used EV.
 - c. LEV (Light Electric Vehicle) rebate program: Explore using up to \$30,000 to provide rebates for e-bikes, e-scooters, e-skateboards and other LEVs.

¹ [EV Solutions and Technical Assistance Program Staff Report](#)

CY2019-2021 Draft Allocation of Projected \$8+ Million in Anticipated Low-Carbon Fuel Standard Funding

Sector	Program	CY 2019 – 2021 Funding	Goal
All Palo Alto residents	Funding for State-mandated, State-run Point of Purchase rebate program currently in development	\$1,000,000*	TBD, will provide additional incentives for EV buyers
Multi-family, Non-profits, and Schools	Charger rebates	\$3,700,000	Install 200-400 EV charging ports at 60-90 locations supporting 1800-2400 vehicles, 10-20% of population
	Consultant for Technical Assistance	\$600,000	
	Transformer Upgrades	\$800,000	
Non-residential (multi-family and City also eligible)	Matching funds for CEC's CALeVIP grant program providing rebates for private charging infrastructure. Expected to receive \$1M from CEC.	\$1,000,000**	Install Level 3 chargers at neighborhood commercial centers, fund 200-400 additional workplace chargers
Single-family	All-Electric Home Incentives	\$400,000**	Reduce costs of single-family EV adoption and building electrification
	Reimburse utility connection upgrade fees	\$230,000	
Low-Income	Low-income EV purchase incentives	\$300,000**	TBD, additional incentives for low-income EV buyers in PA
All	Administration	\$300,000	Promote EV adoption, other goals TBD as new pilots and programs are developed
	Education, Marketing and Outreach	\$100,000	
	Pilot programs	\$150,000	
	Other programs to be determined	\$150,000	
LCFS FUNDING TOTAL		\$8,730,000	

*State run point of purchase EV rebate program – Palo Alto required to provide 20% of LCFS credits sales proceeds

** These three programs will be explored and require additional Council and City Manager approvals