

## Building Standards Commission & Division of State Architect

1. **Administration of the Title 24 Code Adoption Process:** Collaborate with regulation-proposing and expert agencies to advance building standards for increased ZEV infrastructure for the installation of electrical charging equipment and future development.

Lead Program: BSC

Key Collaborators: DSA, CARB, HCD, CEC, CPUC, GO-Biz

Key Results and Actions:

- a. Execute and complete the 2021 Triennial Code Adoption Cycle including advancing EV regulations through the California Green Building Standards Code with focus on increasing the requirements for EV charging in nonresidential occupancies (BSC) and public K-12 schools and community colleges (DSA): **Adopted December 2021. Publication in July of 2022 and effective application on January 1, 2023.**
- b. Development with key ZEV collaborators of advanced electric vehicle provisions for non-residential applications throughout the state in the 2022 Intervening Code Adoption Cycle.
  - Reassess EV charger percentages based on public comments during the 2021 Triennial Code Adoption cycle. (DSA & BSC)
  - Introduce EV charger additions and alterations triggers for non-residential occupancies undergoing modifications. (BSC)
  - Introduce EV charger additions and alterations triggers for public schools and community colleges undergoing parking area modifications. (DSA)
  - Review automatic load management systems with the intent to develop a reference listing standard. (BSC)
  - Consider amending EV regulations based on dwell times for key occupancies e.g., grocery stores and retail stores. (BSC)
  - Consider EV Ready (low power Level 2 EV charging receptacles) provisions to align with the Department of Housing and Community Development along with the EV Ready space signage. (BSC)
- c. Agency Action Plan 2022
  - Conduct workshops to gather input from subject matter experts and ZEV advocates to develop code changes and additions and alteration triggers for non-residential occupancies (BSC) and public schools and community colleges undergoing parking area modifications (DSA). **Spring of 2022.**
  - Submit code changes to CBSC for the 2022 Intervening Cycle. **December of 2022.** (BSC & DSA)

- Code Advisory Committee review in Spring of 2023. Public comment phase in late Spring of 2023 to create the supplement for ZEV standards in the Green Building Standards Code (CALGreen). **Effective for use July 1, 2024.** (BSC & DSA)

## Procurement Division

- 2. ZEV Procurement and Distribution:** Enable non-state public entities to leverage state contracts to purchase ZEVs and supporting equipment.

Lead Program: DGS' Procurement Division; Office of Fleet and Asset Management

Key Collaborators: State fleet owning agencies, Local and Regional Government; NGOs; Air Districts

Key Results and Actions:

- a. Local & Regional Government Use:** Local government agencies are currently permitted to use Leveraged Procurement Agreements (LPAs) for ZEVs and supporting equipment. Local government spend from LPAs are tracked through monthly usage reports submitted by the contractor.
  - This action has been implemented and will continue to be ongoing. All ZEVs and related contracts are available to local government agencies and may be utilized now. New fleet vehicle Request For Proposal (RFP) is currently on the street, soliciting 39 different types of ZEV cars, trucks, vans, and SUV (3 fuel cell and 36 battery electric) with responses due 1/7/2022. Notice of award is expected in March 2022. **Implementation Ongoing.**

## Office of Sustainability

- 3. Fleet and Workplace Infrastructure:** Lead state government efforts to install fleet and workplace charging to enable and support accelerated fleet electrification.

Lead Program: Office of Sustainability

Key Collaborators: All agencies and departments with fleets; DGS Real Estate Division

Key Results and Actions:

- a.** Continue to hold "EV Charging Leadership" quarterly meetings in 2022 for state agencies and departments to learn about opportunities for EV charger installations at their facilities, DGS Office of Sustainability Transportation Unit's EV charging infrastructure budget, and how to partner to take advantage of various utility and other EV charger make ready and charger rebate programs. **Timeline: December 31, 2022, Metric: 4 meetings**
- b.** Purchase and distribute up to 40 "EV Arcs" (mobile, non-grid tied solar powered generators with Level 2 chargers) to state agencies and departments with fleet

ZEVs. **Timeline: December 31, 2022, Metric: 40 EV Arcs**

- c. Continue the planning, project development and installation of over 900 Level 2 EV charging ports at various state facilities for both fleet and workplace charging. Also consider DC fast charging when appropriate particularly for medium- and heavy-duty ZEVs that will be added to the state fleet. **Timeline: December 31, 2022, Metric: 900 Level 2 charging ports**
  - d. Implement new EVSE policy for leased facilities. Review and approve each department's Fleet Storage and EVSE Plan Certification for leased facilities to determine required number of EV charging ports. Work with Real Estate Services Division (RESD) to provide adequate charging infrastructure necessary to support fleet ZEVs at all leased facilities. **Timeline: June 1, 2022, Metric: policy implemented**
  - e. Update the OS-1 Review process (SAM 4121.6) to mirror the leased facilities process (Fleet Storage and EVSE Plan Certification) based on gas vehicles being replaced and existing ZEVs. This process will determine the required number of EV charging ports for each state facility as well as review and approve new ZEVs in a department's Fleet Acquisition Plan (FAP). **Timeline: November 1, 2022, Metric: OS-1 forms and process updated and implemented before the next FAP cycle**
  - f. Update EVSE assessment process. Develop a new pre-survey for state departments wishing to have the DGS OS-Transportation Unit perform an assessment for potential EV charging infrastructure projects at their facilities. The pre-survey will take into consideration the number of both fleet and workplace ZEVs anticipated at the facility over the next 3 years and a justification showing their overall need. **Timeline: May 1, 2022, Metric: pre-survey developed and used on all new assessments**
  - g. Continue internal and external outreach to educate stakeholders about the DGS OS-Transportation Unit's EV charging infrastructure program. **Timeline: on-going 2022, Metric: 4 presentations to stakeholders about the program.**
- 4. Fleet and Workplace Infrastructure (cont.):** Identify opportunities and encourage use of public hydrogen stations.

Lead Program: Office of Sustainability

Key Collaborators: Office of Fleet and Asset Management, Governor's Office of Business and Economic Development, California Energy Commission, California Air Resources Board

Key Results and Actions:

- a. Continue to stay abreast of technological changes and best practices in hydrogen fueling to be prepared for future state fleet hydrogen fueling infrastructure.
- b. Collaborate with OFAM and GO-Biz, CEC and CARB to determine how to leverage public hydrogen stations to meet charging needs for state fleet, based

upon location and volume of need. **Timeline: On-going Metric: on-going information and collaboration of hydrogen fleet charging at public stations**

- 5. Fleet and Workplace Infrastructure (cont.):** Complete new strategy to address post-pandemic workplace charging needs in anticipation of accelerated EV adoption California.

Lead Program: Office of Sustainability

Key Collaborators: California Energy Commission

Key Results and Actions:

- a. Work with the CEC to forecast new workplace charging needs as well as appropriate charger specifications at state facilities taking into account both a post-pandemic reality and increasing EV adoption by consumers and state employees in light of the Governor's Executive Order N-79-20. **Timeline: Summer 2022. Metric: new workplace charging goal in place**

#### Office of Fleet and Asset Management

- 6. Procurement Policies:** Implement additional vehicle procurement policies for the state fleet to meet and/or exceed the timelines outlined in EO N-79-20 and in [The Climate Groups ZEV Pledge for public fleets](#).

Lead Program: Office of Fleet and Asset Management

Key Collaborators: All state fleet owning agencies, Department of Finance, and California Air Resources Board.

Key Results and Actions:

- a. Establish a ZEV Fleet Stakeholder Group comprised of state fleet managers and DGS, procurement staff to explore and collaborate on ways to accelerate adoption on ZEVs within the state fleet to meet purchasing and fleet composition goals mandated in EO N-79-20 and the state's ZEV Pledge. **Target, develop and issue statewide policy that phases out the purchase of internal combustion engine passenger vehicles and sets new ZEV purchasing goals for light duty and medium and heavy-duty vehicles (for all non-public safety applications) by June 30, 2023.**
- 7. Petroleum Reduction:** Pursue strategies to reduce the state fleet's petroleum consumption by 50% (from 2015 levels) by 2030.

Lead Program: Office of Fleet and Asset Management

Key Collaborators: State fleet owning agencies, Department of Finance, CalHR

Key Results and Actions:

- a. By December 31, 2022, implement telematics-based control measures intended to reduce overall state fleet fuel consumption, with a goal of reducing consumption by eight percent by July 1, 2023.

- b. Explore the use of the fuel efficiency improvement product, SmartPedal, on all state fleet assets. Prior to statewide deployment of the product, DGS will conduct a pilot program on DGS owned vehicles. Target is to evaluate the fuel efficiency findings of the pilot program vehicles by September 1, 2022 with a goal increase in fuel efficiency of seven percent.
  - SmartPedal has been installed on over 200 DGS owned assets.
- c. Eliminate all non-essential, light-duty vehicles from the state fleet through a fleet utilization evaluation. **Target is to complete the analysis and reduction by December 31, 2025.**
  - Based on DGS' analysis of state fleet utilization during the pandemic, it has seen significant reductions in the light duty portion of the fleet that necessitate an analysis and potential rightsizing of state agency fleet assets in the light duty segment of the fleet.
  - By December 31, 2022, issue management memo setting criteria and procedures for state fleet evaluation.
  - By June 30, 2023, upon achievement of obtaining 12 months' worth of fleet data from telematics for the light duty fleet, begin the fleet utilization evaluation with target to complete on June 30, 2024.

**8. ZEV Procurement and Distribution:** Develop policies to encourage ZEVs retired from the state fleet directly benefit communities most in need.

Lead Program: DGS' Procurement Division; Office of Fleet and Asset Management

Key Collaborators: State fleet owning agencies, Local and Regional Government, NGOs, Air Districts

Key Results and Actions:

- a. Establish connections with equity NGOs and government agencies administering programs that offer incentives for the sale and purchase of ZEVs in priority communities to learn about their programs and potential inclusion of surplus state fleet vehicles. **Target completion date of September 1, 2022.**
  - This initiative is ongoing. Outreach to local air quality management districts (AQMD), such as the Bay Area Air Quality Management District, has been completed.
- b. Develop and implement a process and necessary agreements whereby state agencies may include their surplus ZEVs in incentive programs for disadvantaged communities. **Target completion date is December 2023.**
  - Some limitations exist, such as the exclusion of fleet vehicles from current rebate programs, that need to be worked through with the AQMD's before a formal process can be developed.

Department of General Services  
2022 ZEV Market Development Plan

- DGS will continue to work with AQMD's to work through limitations and develop a process by December 31, 2022.
- c. Form a workgroup of fleet managers to assess the outcomes of participation in the program and to develop, if warranted, statewide policy mandating the use of such programs. **Target completion date is December 31, 2023.**
- This is pending development of a first draft of the proposed process.
9. **VMT Reduction:** Develop and maintain programs to reduce state worker vehicle miles traveled and enable shifts to less impactful (transportation) modes.

Lead Program: Office of Fleet and Asset Management

Key Collaborators: CalHR, State Controller's Office, all state agencies

Key Results and Actions:

- a. Develop and implement an affordable and flexible daily parking rate at six of DGS' managed parking facilities which tracks, incentivizes, and rewards, through integrated technology services, the use of alternative modes of transportation for commute purposes. **Target is to complete the initial rate development and implementation by December 31, 2022.**
- An alternatives and impact analysis has been conducted by the Parking Administration Unit and is being prepared for management review. DGS is on track to meet this goal.