

Accelerating EVen Access to EV Ownership



About the Program

Public Power-Up, a program of LA County's Southern California EVen Access, provides free electric vehicle (EV) charging stations to cities, school districts, and other public agencies serving disadvantaged communities in Los Angeles County. It bolsters the public sector's investment in clean transportation options, paving the way for an equitable and just carbon-neutral future. The program seeks to:

- Demonstrate how local governments can accelerate even access to clean mobility options in overburdened and underserved areas
- Tackle EV adoption barriers and disproportionate pollution burdens faced by underserved and disadvantaged communities
- Deploy 130 EV chargers across at least 12 sites by 2025

A California Energy Commission grant funded program administered by LA County and executed by The Energy Coalition, Public Power-Up is offered throughout LA County to public agencies receiving electric service from Southern California Edison (SCE). It directly addresses EV equity and environmental justice concerns in disadvantaged areas by installing EV charging equipment at public agency sites near multi-unit dwellings while also raising community awareness about EV mobility choices. The program is offered in partnership with the Southern California Regional Energy Network (SoCalREN) Public Agency Programs, which provides cash incentives and no-cost technical support for energy efficiency projects.

Public Power-Up Key Objectives

- Provide clean mobility options for communities and multi-unit dwelling (MUD) residents
- Increase participation and improve air quality in disadvantaged communities more significantly burdened by pollution
- Drive deeper greenhouse gas (GHG) reductions by coupling energy efficiency upgrades and charging station infrastructure at public sites
- Build awareness and drive EV adoption in MUDs and the public sector

Early Successes

Metric	Program Goal (by 2026)	SCE Charge Ready			Others	Projects with Program Funds Reserved
		Make Ready Application		Small Site Rebate Applications		
		Under Review	Approved*	Small Site Rebate** In Review		
EVSEs Ports	130 ports	273 ports	19 ports	108 ports	34 ports	57 ports
EVSE Sites or Projects	13	20 apps/sites	1 app/site	27 apps/sites	3 agencies/sites	6 sites / 5 agencies

*121 ports and 13 apps/sites declined or withdrawn
** 22 ports and 2 apps/sites declined

Barriers to Equitable Access to EV Ownership

- 40% of Californians, and many low-income drivers, live in MUDs with outdated building codes and property owners that create substantial hurdles to installing electric vehicle supply equipment (EVSE)
- Property owners typically do not perceive EVSE as an attractive amenity for tenants and property value, and therefore direct their investments toward other priorities
- MUD property managers experience more varied and often high costs for installation and electrical capacity upgrades, unlike single-family homes with predictable EVSE installation costs and sufficient electrical capacity for charging
- Low-income and disadvantaged communities have historically suffered from underdevelopment compared to other communities, and lag behind affluent communities in EV adoption, despite being impacted by poor air quality

With higher density, more multi-family dwellings, and lower home ownership, disadvantaged and overburdened communities will benefit greatly from access to public charging stations, leading to increased EV purchases and improved air quality. The table below compares two more affluent communities on the westside of Los Angeles with Pomona (as a city serving a disadvantaged community) on EV% and charger density.

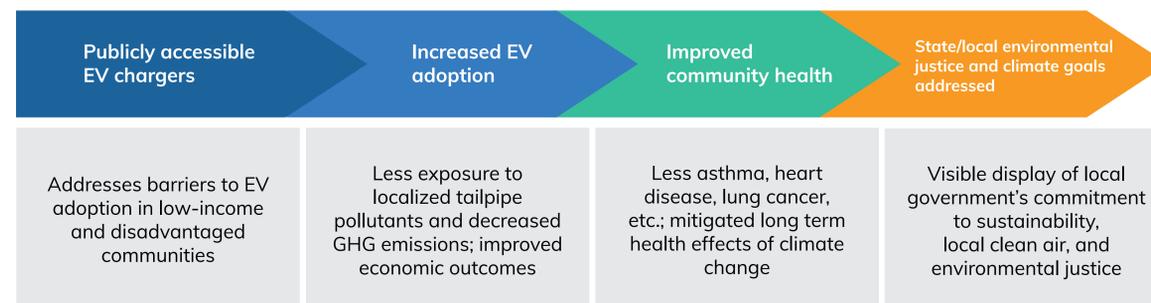
Community	Population	Median Household Income	Residents/Charger	% EVs
Pomona	149,721	\$70,494	3,403	3%
More Affluent Communities				
Santa Monica	91,720	\$94,906	650	8%
Beverly Hills	31,658	\$103,944	268	8%

Why is it important to prioritize EV charging in underserved communities near multi-unit dwellings?

The transportation sector is CA's largest contributor to greenhouse gas (GHG) emissions, nearly 50% when considering petroleum production, refining, and usage. To achieve CA's climate targets, including a 40% emission reduction by 2030 (SB 32), addressing transportation-related emissions is imperative. Low-income and disadvantaged communities bear a disproportionate burden of pollution from transportation due to their proximity to industrial areas and congested highways, so it is important that EVSE investments are prioritized in those communities. Since low-income drivers more often reside in MUDs, it is critical to focus on creating clean mobility infrastructure and options in close proximity to where they live. The fact that the prevalence of MUD units relative to single family homes in Los Angeles County is only on the rise adds to this need.

California has taken steps to rectify these disparities through its Environmental and Social Justice (ESJ) Action Plan, which includes goals for deploying EV charging infrastructure in ESJ communities to support zero-emission vehicles and meet transportation needs.

Electrified transportation powered by clean energy can substantially reduce GHG emissions and other localized toxic air pollutants in the transportation sector. California has made progress in decreasing emissions from electricity generation, with nearly 50% of its energy supply now coming from renewable sources, making it conducive to low-emission EVs. The state has also set ambitious targets: 1.5 million zero-emission vehicles (ZEVs) by 2025 (Executive Order B-16-12) and 100% ZEVs for light-duty vehicle sales by 2035 (Executive Order N-79-20). This program helps ensure that underserved communities have access to clean transportation options.



This poster was prepared by The Energy Coalition (TEC), a California-based 501(c)3 nonprofit with nearly 50 years of experience designing and implementing strategies that transform energy use, generate capital, and inspire people to take responsible energy actions. As a social change organization, TEC helps communities leap into the future of clean energy. By bringing ideas, technology, and expertise to public agencies, businesses, educators, and more, TEC is creating the building blocks for a new energy economy.



Implementer

Program

Administrator

About TEC

About SoCal Even Access

Program Strategies

Program Design

Designed a procurement process aligned with the majority of agencies.

Chose two vendors, providing two charger options and differentiated business models.

Pair EVSE installations with Energy Efficiency Projects

EVSE installations are exclusively available to public agencies engaged in energy efficiency projects at one of their publicly owned sites through support from SoCalREN's Public Agency Programs.

This incentivizes participants to reduce on-site energy costs and demand before adding additional energy load.

Outreach and Engagement

Utilize The Energy Coalition's connections with 200+ public agencies through SoCalREN's Public Agency Programs to promote and involve participants in the program.

SoCalREN Project Managers work closely with the Public Power-Up team in engagement efforts with SoCalREN agencies.

The third-party technical advisory firm, Anser Advisory or the "Ombudsperson," aids site feasibility analysis and provides technical support and guidance.

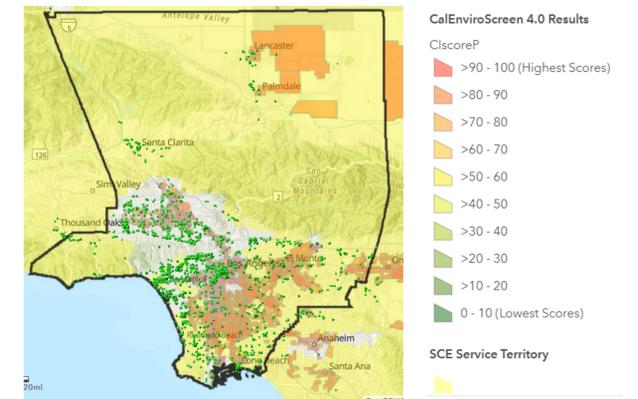


Figure 1: Map with Potential Sites

This map shows the publicly owned facilities in Los Angeles County from SoCalREN's public sector database. These sites are overlaid with SCE service territory and CalEnviroScreen 4.0 results to indicate disadvantaged community status and proximity within ¼ mile of a MUD (per program site criteria requirements).

Implementation Challenges

Changes to SCE Charge Ready Program

- Electric vehicle supply equipment requires compatible infrastructure to handle increased electrical demand
- Given the high cost of such upgrades, Public Power-Up utilizes no-cost infrastructure enhancements and rebates from SCE's Charge Ready program to prepare sites for EVSE installation as most public agencies lack the budget for these upgrades without SCE's incentives
- Unfortunately, the SCE Charge Ready program has experienced delays and changes in program scope
- **Solution:** Public Power-Up actively seeks alternative funding sources, including agency resources and non-CEC grants and we've conducted exploratory talks with contracted vendors to identify cost-effective sites where agencies can fund infrastructure costs or where vendors may be able to provide a cost share option

Procurement Barriers, Even for No-Cost Offering

- We've found that procurement can be a significant barrier to program participation, even when agencies aren't paying for the project, due to stringent procurement requirements
- **Solution:** Public Power-Up is also developing a procurement toolkit, encompassing RFPs, SOW templates, and piggybacking options, to facilitate smoother procurement processes for public agencies