



CITY OF CARSON

Legislation Text

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Report to Mayor and City Council

Tuesday, March 19, 2019

Discussion

SUBJECT:

CONSIDERATION OF A POLICY ON THE INSTALLATION OF ELECTRICAL VEHICLE INFRASTRUCTURE BY HOLDERS OF CALIFORNIA C-10 ELECTRICAL CONTRACTORS LICENSES

I. SUMMARY

On March 5, 2019, this matter was requested to be placed on tonight's agenda.

Councilmember Dear has requested the Council consider developing a Council policy, similar to a policy adopted by the City of Long Beach, where future work done to develop the city's electric vehicle (EV) infrastructure would be performed by workers who hold a valid California C-10 electrical contractors license. This requirement would apply to light, medium and/or heavy duty EV charging infrastructure.

II. RECOMMENDATION

CONSIDER and PROVIDE direction.

III. ALTERNATIVES

TAKE any actions Council deems appropriate.

IV. BACKGROUND

Motor vehicles are one of the largest sources of greenhouse gasses and hence it is clear that electric vehicle (EV) infrastructure is an importance part of Carson's future in reducing emissions. EV infrastructure is essential to ensure the City can make renewable energy options available to residents, commuters and businesses. In addition, safe installation is

equally as important as providing the infrastructure. Best practices and the correct safety training measures have to be followed by those contractors installing electric vehicle infrastructure.

Just like today's traditional quick 'in and out' gas stations were built having to meet very certain safety, environmental and state requirements, EV charging stations also require safeguards upon installation. Councilmember Dear is proposing that the City Council adopt a policy that would require contractors working in Carson on City EV infrastructure hold a valid Electric Vehicle Infrastructure Training Program (EVITP) certification, and their electricians be required to hold EVITP certification.

EVITP is a national non-profit training and certification program featured in U.S. Department of Energy Clean Cities EV Infrastructure Guides and includes a curriculum that is made available through utility training centers, community colleges, and electrical training centers. It is comprised of industry stakeholders representing automakers, charging station manufacturers, educational institutions, utility companies, electrical industry professionals and key EV industry stakeholders.

In addition, the California Public Utilities Commission (CPUC) requires that any EV charging infrastructure that is financed by SCE, PG&E, and SDG&E through a grant be installed by utility staff, or by contractor's signatory to the International Brotherhood of Electrical Workers (IBEW) who hold valid California C-10 electrical contractor's licenses.

Further, the City Council may want to discuss whether it wishes to consider incorporating this policy into its Municipal Code, thereby requiring all applicants (public or private) applying for permits from the City for such infrastructure to provide the C-10 electrical contractor's license, much like State law requires all construction work to be provided by licensed contractors. This would be a more ambitious policy change than adopting a policy for our own projects.

Carson recognizes the importance of supporting the innovation of electric vehicles in the industry. As electric vehicle infrastructure continues to evolve, work should be done safely and in-line with the latest regulation by those most qualified individuals to perform the work.

V. FISCAL IMPACT

None at this time.

VI. EXHIBITS

1. City of Long Beach Memorandum. (pgs. 3-4)

Prepared by: City Manager's Office