



POWERING THE ELECTRIC VEHICLE TRANSITION

The Low Carbon Fuel Standard (LCFS) supports utility EV and charging infrastructure programs.

California must utilize every tool available to achieve its climate and electric vehicle (EV) goals. Utilities strongly support the LCFS because it:



Supports zero-emission vehicle and infrastructure adoption.



Leads to downward pressure on electric utility rates.



Enables Californians to switch to electricity for their transportation fuel, which helps them spend less on energy bills overall.

Adopting a strong LCFS will ensure the equitable adoption of EVs for all Californians. Utilities and CalEETC members support CARB's proposed LCFS amendments that:

- Cut harmful diesel pollution by updating the rebate program so that money goes to new and used electric medium and heavy-duty vehicles.
- Support disadvantaged communities by increasing the amount of LCFS proceeds going to equity customers and communities from 37% to 80%.



730,000+

The number of EV rebates that utilities provided through the LCFS.

To learn more visit www.CalEETC.com.

BENEFITING UTILITY CUSTOMERS DIRECTLY

The LCFS reduces total energy costs for customers by funding utility transportation electrification programs and services not typically included in the ratemaking processes. Critical transportation electrification programs the LCFS has helped utilities launch and sustain include:

- California Clean Fuel Reward program
- Pre-owned EV rebate programs
- Incentives for residential chargers including multi-family
- Rebates for electric drayage trucks
- Incentives for commercial, city and non-profit chargers

Over the past 10 years, the LCFS has been a catalyst for billions of dollars of investments in EVs and infrastructure and will continue to attract private capital to the state. In addition, the LCFS has the added benefit of not relying on funding from the California state budget.

INVESTING IN CLEAN AIR AND EQUITY COMMUNITIES

By helping utilities get more EVs and infrastructure into communities the LCFS is cutting harmful air pollution in low-income customers and customers in disadvantaged communities.

Without this funding, utility EV programs are not likely to exist at the same scale and many low- and middle-income customers would be left behind. In the future, utilities will continue to utilize LCFS for similar programs and some utilities plan to use LCFS for critical grid upgrades to support the state's growing EV fleet.

\$840+
MILLION

100%

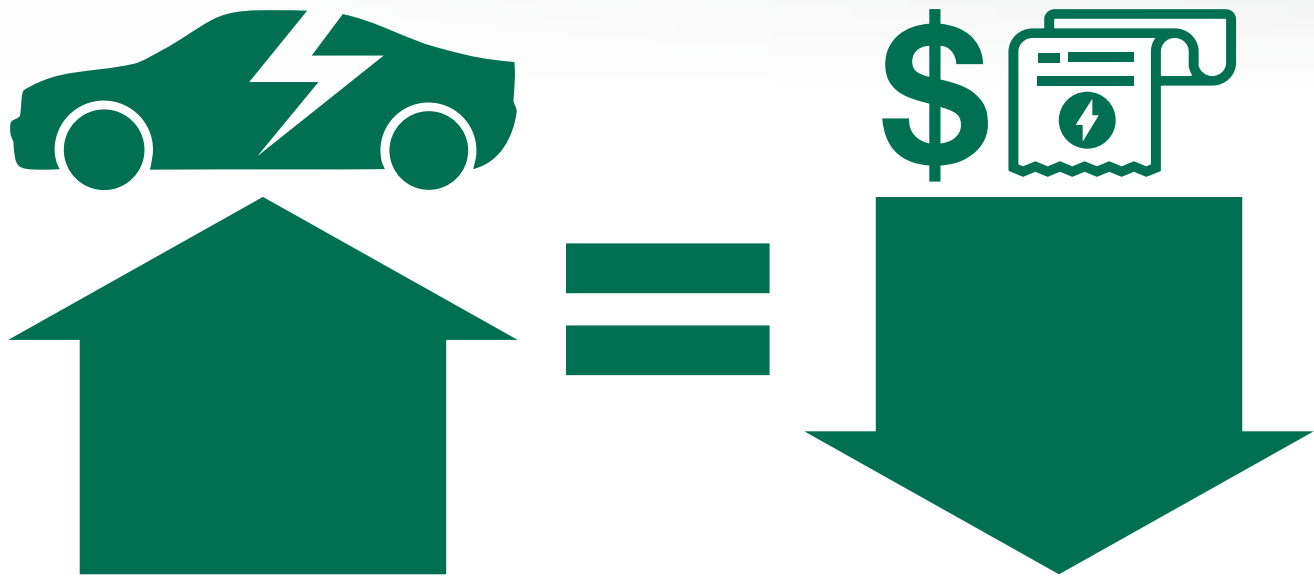
Of the credits utilities have earned from the LCFS **go back to programs incentivizing EV adoption**. Zero credits go toward their bottom line or any other purpose.

To learn more visit www.CalETC.com.

SAVING CUSTOMERS MONEY ON ELECTRICITY

By helping get more EVs on the grid, the LCFS applies downward pressure on electricity rates, benefiting all electricity customers, not just EV drivers.

With more EVs on the road, more money is available to invest in building a more efficient, affordable, clean energy grid for customers that use all types of technologies from data centers to high-efficiency space heating to EV chargers. ([Synapse/NRDC](#)).



Surprisingly, adding more EVs to the grid has an even greater impact than non-targeted electric bill credits in reducing rates, especially within equity communities.

To learn more visit www.CalETC.com.

REDUCING THE IMPACT OF GAS PRICES

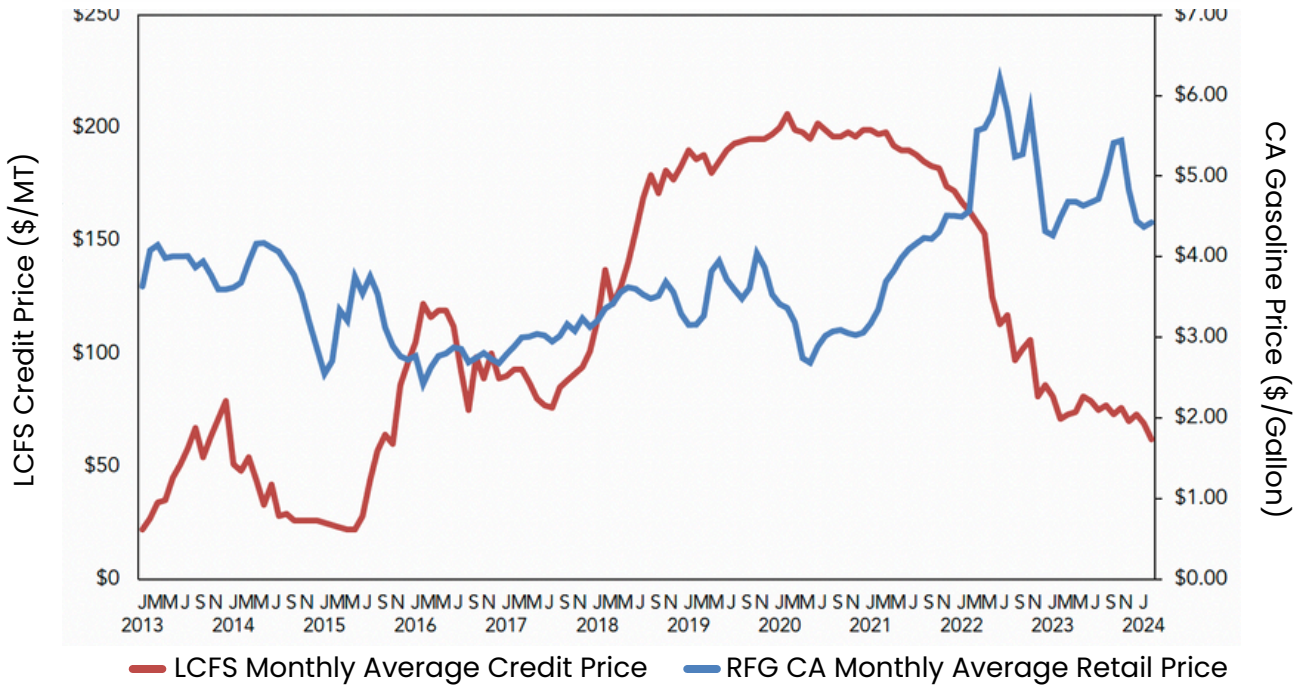
CalETC believes that the LCFS's impact on gasoline prices is overstated and that market pressures from EV adoption will help lower prices at the pump.

As shown in the graph below, there has been no direct, quantifiable link between quarterly LCFS prices and the price of gasoline.

There does not appear to be a direct relationship between LCFS credit prices and gasoline prices. Other global macroeconomic factors play a much larger role in influencing gasoline prices.

Research shows that oil prices will be lower in the future if low-carbon transportation technologies are mass deployed, as these technologies will drive a significant reduction in global demand for oil (International Council on Clean Transportation).

Historical LCFS Credit and Retail Fuel Prices Show No Evidence of a Direct Relationship



Source: California Air Resources Board.

To learn more visit www.CalETC.com.

FUNDING FUTURE CLEAN TRANSPORTATION PROJECTS

If CARB's proposed LCFS changes are adopted, over the next two decades utilities expect to fund billions of dollars in new programs that will advance clean transportation and charging access including:

- Rebates for electric medium and heavy-duty vehicles for small fleets
- Rebates for low-income buyers of new or used EVs
- Incentives for residential chargers for low-income individuals including multi-family
- Subsidized public EV charging for low-income EV drivers
- Finance programs for electric buses and trucks and infrastructure
- City and county-owned EV chargers
- EV education programs
- Training the EV workforce
- Managed charging programs
- Grid upgrades to support EVs



To learn more visit www.CalETC.com.

Support for the LCFS

The CalETC members below submitted a letter to Governor Newsom on March 12, 2024, calling for him to support the LCFS.



To learn more visit www.CalETC.com.