Transition to Zero Emission Vehicles in Santa Barbara County

UCSB Sustainability Summit
Today’s Speakers:

Cameron Gray, Director of Climate Mitigation
Community Environmental Council

Sarkes Khachek, Director of Programming
Santa Barbara County Association of Governments

Kristian Hoffland, Buildings and Vehicle Decarbonization Analyst
City of Santa Barbara

Jerel Francisco, Zero Emission Vehicle Specialist
County of Santa Barbara
OPENING & CLOSING PRESENTER

Cameron Gray
Director of Climate Mitigation
COMMUNITY ENVIRONMENTAL COUNCIL
CEC’s Work

**REVERSE** the trajectory of climate change by propelling a rapid, equitable transition to zero emissions and zero waste in the Central Coast’s energy, transportation, food, agriculture, construction, and waste sectors.

**REPAIR** the disrupted carbon cycle by accelerating and bringing to scale climate-smart agriculture practices that draw down excess carbon from the atmosphere.

**PROTECT** vulnerable populations from extreme weather and other climate impacts by deploying bold, community-led solutions rooted in climate justice.
Panel Themes

01 TRANSPORTATION DECARBONIZATION WITH UNDERSERVED COMMUNITIES

02 ACCESS TO ELECTRIC VEHICLE CHARGING & INFRASTRUCTURE INVESTMENTS

03 BUILDING CAPACITY & COLLABORATION
Zero Emission Vehicle (ZEV) Policy Context

- 1.5 million ZEVs on the road by 2025 and 5 million ZEVs by 2030
- 250,000 ZEV fueling stations by 2025
- 100% of new passenger vehicle sales to be zero-emission by 2035
- 100% of medium- and heavy-duty vehicle sales to be zero-emission by 2045, and by 2035 for drayage trucks
- 100% of off-road vehicles and equipment sales to be zero-emission by 2035
Why Drive an Electric Vehicle (EV)?

- For Climate Action & Future Generations
- For Community Health and Quality of Life
- For Financial Benefits
Why People Don’t Choose EVs Today

Social, Economic, and Environmental Inequity*

- Limited or No Access to Charging
- Financial Barriers & Limited Access to Upfront Capital
- Lack of Information Available in Multiple Languages
- Concerns about Driving Range, Emergency Planning and Grid Reliability
- Personal Automobiles Don’t Meet All Transportation Needs or Preferences
EV sales are increasing, but underserved communities are being left behind.
Clean Vehicle Rebate Project (CVRP) Data

All Rebates Issued

- BEV
- PHEV
- FCEV
- Other

Month of Rebate Issued
Low-to-Moderate Income Rebates Issued

CVRP Data
### Low-to-Moderate Income Definition

| Household size | Combined Household income must be less than *|^ |
|----------------|---------------------------------------------|
| 1              | $58,320                                     |
| 2              | $78,880                                     |
| 3              | $99,440                                     |
| 4              | $120,000                                    |
| 5              | $140,560                                    |
| 6              | $161,120                                    |
| 7              | $181,680                                    |
| 8              | $202,240                                    |

For households with more than 8 persons, add $20,560 for each additional person. *These values are equal to 400% of the 2023 Federal Poverty Level Guidelines.*
Only 12% of rebates were issued to low-to-moderate income (LMI) households since LMI criteria came into effect on 3/29/16.

2023 sales spike data: 4,761 out of 19,583 (25 percent) issued to low-to-moderate income households.
CVRP Data - Oxnard

All CVRP Rebates

Low-to-Moderate Income Rebates

Source: Center for Sustainable Energy, EV Rebate Map
June 2023
CVRP Data - Oxnard

Disadvantaged & Low-Income Areas

Low-to-Moderate Income Rebates

Source: California Climate Investments, Priority Population Map, September 2023

Source: Center for Sustainable Energy, EV Rebate Map, June 2023
## Financial Incentives for New Electric Vehicles

### Grant (Money for Down Payment)

<table>
<thead>
<tr>
<th>Program</th>
<th>Base Incentives</th>
<th>Increased Incentives For Income Qualified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Vehicle Assistance Program (CVAP) OR Driving Clean Assistance Program (DCAP)</td>
<td>N/A</td>
<td>$7,500</td>
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</table>

### Rebates (Money After Purchase)

<table>
<thead>
<tr>
<th>Program</th>
<th>Base Incentives</th>
<th>Increased Incentives For Income Qualified</th>
</tr>
</thead>
<tbody>
<tr>
<td>State - California Clean Vehicle Rebate Project (CVRP)</td>
<td>$2,000</td>
<td>$7,500</td>
</tr>
<tr>
<td>State - California Vehicle Retirement Program</td>
<td>$1,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Regional - Central Coast Community Energy Rebate [August 1, 2022 – August 31, 2023]</td>
<td>$2,000</td>
<td>Tier 1: $3,000</td>
</tr>
</tbody>
</table>

**TOTAL INCENTIVES**

Federal tax credit not included

- **Base**: $5,000
- **Increased**: $11,500 – $20,500

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✨: Outreach@EVsForEveryone.org | 🌐: EVsForEveryone.org
# Financial Incentives for Used Electric Vehicles

<table>
<thead>
<tr>
<th>Grant (Money for Down Payment)</th>
<th>Base Incentives</th>
<th>Increased Incentives For Income Qualified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Vehicle Assistance Program (CVAP)</td>
<td>N/A</td>
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<tr>
<td>OR</td>
<td></td>
<td></td>
</tr>
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<td>Driving Clean Assistance Program (DCAP)</td>
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</tr>
</tbody>
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<table>
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<th>Rebates (Money After Purchase)</th>
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</tr>
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<tbody>
<tr>
<td>State - California Vehicle Retirement Program</td>
<td>$1,000</td>
<td>$1,500</td>
</tr>
<tr>
<td>Regional - PG&amp;E Pre-Owned EV Rebate</td>
<td>$1,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>OR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional - SCE Pre-Owned EV Rebate</td>
<td>$1,000</td>
<td>Tier 1: $2,000</td>
</tr>
</tbody>
</table>

**[August 1, 2022 – August 31, 2023]**

**TOTAL INCENTIVES**

- **$3,000**
- **$7,000 – $16,000**

*Federal tax credit not included*

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*Outreach@EVsForEveryone.org | [EVsForEveryone.org](https://EvsForEveryone.org)
PROGRAM GOALS

To help low-income and underserved communities overcome barriers to buy or lease an Electric Vehicle (EV) by offering assistance:

- In Spanish and English
- To help navigate incentives
- With the income verification process

*Provided until May 31, 2024, or until funding is exhausted.

Hasta el 31 de mayo de 2024 o hasta que se agoten los fondos.

OBJETIVOS DEL PROGRAMA

Ayudar a las comunidades de bajos recursos a superar las barreras de compra o alquiler de un vehículo eléctrico (VE) al ofrecer asistencia:

- En inglés con traducción al español
- Para ayudarte a comprender los incentivos
- Con el proceso de verificación de ingresos
<table>
<thead>
<tr>
<th>Awareness</th>
<th>Decision-making</th>
<th>Incentives &amp; Purchase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Language Access</td>
<td>New, used, or leased?</td>
<td>Income Verification via Access</td>
</tr>
<tr>
<td>Education about EV options and charging access</td>
<td>Battery electric or plug-in hybrid?</td>
<td>Clean Ca</td>
</tr>
<tr>
<td>Overview of incentives and financial considerations</td>
<td>Make and model?</td>
<td>Pre-purchase incentive applications</td>
</tr>
<tr>
<td></td>
<td>Loans and financing?</td>
<td>(Reduce upfront cost barriers)</td>
</tr>
<tr>
<td></td>
<td>Availability?</td>
<td>Vehicle purchase completed with eligible dealership</td>
</tr>
<tr>
<td></td>
<td>Applicable incentives?</td>
<td>Post-purchase incentive applications</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Support lease payments and/or pay down loans faster)</td>
</tr>
</tbody>
</table>
How To Sign Up for Purchase Guidance

ev GREEVERYONE.ORG
2023 Program Impact (as of 9/30/23)

175 income-qualified participants in 2023

76 participants requesting support in Spanish in 2023

19 participants completed EV incentive applications in 2023

9 EVs purchased or leased in 2023
Charging Access

39.8% of residents are renters across Ventura, Santa Barbara, and San Luis Obispo Counties according to U.S. Census Data.*

A lack of EV charging access at rental properties, especially older multifamily residential units, is a major barrier to EV adoption for renters.

EV infrastructure development is lagging behind in historically underserved communities.
Charging Access - Oxnard

Disadvantaged & Low-Income Areas

Source: California Climate Investments, Priority Population Map, September 2023

U.S. DOE EV Charging Map

Source: US Department of Energy, EV Charging Locations Map, October 2023
## Communities in Charge Incentives

| Level 2 Charger Rebate | All public sites qualify | Up to $10,500 per charger |

- Multi-Family Housing in Charge
- Tribes in Charge
- Congregations in Charge
- Schools in Charge
- Healthcare in Charge
- Nonprofits in Charge
- Local Government in Charge
- Workplaces in Charge
Fill out our quick and simple intake form
Llena nuestro formulario de admisión rápido y sencillo

https://cec.pub/electrify
Central Coast Zero Emission Vehicle Strategy

Sarkes Khachek, SBCAG Director of Programming
Who is SBCAG?

- Metropolitan Planning Organization
- Comprised of County of Santa Barbara and all 8 jurisdictions
- Forum for addressing regional and multi-jurisdictional priorities, challenges, and opportunities
- Member of five county coalition advocating for the Central Coast, known as Central Coast Coalition
Central Coast Zero Emission Vehicle Strategy

- Governor’s Executive Orders on Climate Change
- Build on prior plans from San Benito to Ventura Counties
- **Assess** existing ZEV infrastructure environment with a focus on **unincorporated rural areas** between cities that experience significant interregional travel
- **Identify** key challenges, gaps and barriers to interregional travel
- **Identify** where equity issues currently exist with access to EV charging
- **Ensure** infrastructure improvements and investments that are equitable and accessible to all users including underserved populations
- **Recommend** infrastructure improvements and related investments, policies, and implementation strategies to promote ZEV infrastructure adoption
Central Coast Zero Emission Vehicle Strategy

Outreach conducted through online portal called ‘Social Pinpoint’
Recommended locations in Santa Barbara County
Central Coast Zero Emission Vehicle Strategy

Form a Mega Region EV Committee with the following objectives:

- Track Legislative Changes affecting EV Infrastructure
- Track EV and Alternative Fuel Planning Outcomes by Others
- Support for EV Infrastructure Planning Endeavors
- Address constraints and climate change impacts on resiliency and EV charging
- Facilitate effective education and outreach
- Engage and collaborate in ongoing ZEV initiatives
- Leverage local jurisdiction planning processes
- Grant Funding Pursuits

Seek Alternative Fuel Corridor Status for Central Coast Highways
Charging and Fueling Infrastructure (CFI) Corridor Grant

- Federal Program to expand electric vehicle charging infrastructure
- $2.5 billion total and $1.25 billion for Corridor Grants
- Fill gaps in charging infrastructure along federally designated Alternative Fuel Corridors
  - Strong focus on underserved areas
  - 1 mile from designated Alternative Fuel Corridor exit
  - Publicly accessible 24/7
Charging and Fueling Infrastructure (CFI) Corridor Grant

- SBCAG Central Coast Application
- $20 million ask for 20 locations
- Santa Barbara County Locations:
  - Santa Clause Streetscape, Carpinteria
  - Wallace Ave Public Parking, Summerland
  - Calle Real Campus, Santa Barbara
  - Jonny D Wallis Neighborhood Park, Goleta
  - Buellton Park and Ride, Buellton
  - Fletcher Park, Santa Maria
  - Rotary Centennial Park, Santa Maria
Senate Bill 1 (SB1)

• SB1 Funding successfully secured by SBCAG for EVSE chargers
  • Partnership with the City of Santa Barbara and the County of Santa Barbara

• City of Santa Barbara Locations:
  • 4 DCFC at Harbor West parking lot
  • 4 DCFC at Santa Barbara Eastside Library

• County of Santa Barbara Locations:
  • Summerland Lookout Park
  • Rincon Park
  • Santa Claus Lane
SBCAG Bus Fleet Electrification

• State mandate that all public transit agencies purchase electric vehicles.

• SBCAG and transit partners in Santa Barbara County have already started meeting this mandate.

• Currently have 1 Zero emission battery electric bus

• Partnering with VCTC to deploy 5 ZEB for interregional transit
Climate Goals

California:
- Carbon neutrality by 2045
- Fossil fuel light duty vehicle sales banned 2035
- Draft Advanced Clean Fleets legislation

City:
- Carbon neutrality by 2035
- SBCE eliminated emissions from electricity sector 2022
- Transportation remains largest impact to decarbonize (>80%)
Q: How to foster equitable & swift EV adoption?
Barriers to EV Adoption

**COST**
- Vehicle
- Charger
- Infrastructure
- Access to capital

**ACCESS**
- Multi-family (30%)
- Renters (40%)
- Electrical capacity
- Workforce
- Rideshare

**EDUCATION**
- Range anxiety
- Familiarity w/ tech
- Legacy vehicle
- Behavioral change

**TECHNOLOGY**
- Battery degradation
- Battery composition
- Fuel fill time
- Image
A: Step 1: Increase EV charging access.

- Assess market trends & technology
- Identify barriers to adoption
- Identify the role of the City
- Identify key sectors
- Identify possible siting locations
- Identify funding opportunities & mechanisms
Key Sectors

- Single family homes
- Multi-Family & Rentals
- Mobile homes
- Commuters
- Visitors & tourists
- Ride-share / TNC
- Commercial vehicles
- Recreational vehicles
- Fleets
City EV Charger installs to Date

2014 – 8 stations

- 68 EV chargers (Level-2)
  - 48 public chargers, 20 fleet chargers
- 1-2 family EV charger ODP (On-Demand Permit)
- 50+ electric vehicles in City fleet now
City Public EV Charging to Date

City EV Charging Energy Usage

City EV Charging Energy Usage Chart

- Energy Custom
- Energy (kWh)
- Accumulated (MWh)

Chart showing energy usage from 2012 to 2021, with a significant increase in energy consumption over the years.
Current Projects:

Pilot EV Parking Permits at the Granada Garage

- EV Commuter Permit
  - 8 am - 6 pm
  - Supports workforce
  - Waive active charging requirement

- EV 24/7 permit
  - Supports businesses & residents
SANTA BARBARA

EV CHARGING STATIONS
Proposed Chargers Would Support:

- City residents
  - LMI & DAC communities
  - Rental & Multi-family Units
- Commuters
- Local businesses
- Tourists
- Regional Transportation hubs
- Fleets
AB 1550: Low Income

Equity Considerations

Housing Burden
Equity Considerations

Asthma rates

Traffic density
Equity Considerations

- Fence line communities
- LMI / DAC / Justice 40 / DVC
- Access to capital
- Used vehicle market
- Split incentive
- Resilience
2021-2023 Charger Incentives

- Applied for: $5.7m
- Awarded: $1.6m
- Pending: $2.6m

Logos for: California VW Mitigation Trust, Santa Barbara County Air Pollution Control District, Rebuilding California SB1, CHARGING AND FUELING INFRASTRUCTURE (CFI) GRANTS, SOUTHERN CALIFORNIA EDISON Energy for What's Ahead, State of California Energy Commission.
EV charger site development best practices/pitfalls/experiences

- ADA Access & physical space
- Access to available Power
- Space for equipment
- Wayfinding and Navigation
- Safety & lighting
- Compatibility of surroundings
- Underground Obstacles
Proposed Chargers

138 new chargers at 13 sites

<table>
<thead>
<tr>
<th>Proposed new EV charger matrix by type of user</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>DCFC</td>
</tr>
<tr>
<td>L2</td>
</tr>
<tr>
<td>total</td>
</tr>
</tbody>
</table>
Potential Charger sites

- Ortega Garage
- Westside Community Center
- Eastside Library
- Amtrak Lot
- Harbor
- Cabrillo Pavilion
- Corporate Yard-Fleet
- Garden St. Lot
- Lot 12
- Airport
Ongoing Projects: Ortega Garage

- Stormwater regs
- Historic review
- Easement revision
- Sewer main break
- Mounting details & clearances

Project Challenges:

- 12 Tesla Superchargers
- 4 City DC Fast Chargers
Ongoing Projects: Eastside Library

- 4 Public DC Fast Chargers

Project Challenges
- Power Supply
- Transformer Siting
- ADA access
- Conflicting projects on site

Ongoing Projects:
- Eastside Library
Project Challenges

- Siting: 9-sites
- Stall size
- Power supply
- ADA access
- Navigation
- Bike lane interaction
- Equipment area
- Behind Pay booth

Ongoing Projects: Harbor

- 4 Public DC Fast Chargers
TCO Cost Breakdown

TCO breakdown of vehicle lifetime costs

- **Vehicle Purchase**:
  - Standard ICE Vehicle: $36,729
  - Battery Electric Vehicle: $65,000

- **Lifetime Maintenance & Repair**:
  - Standard ICE Vehicle: $44,456
  - Battery Electric Vehicle: $26,673

- **Lifetime Fuel**:
  - Standard ICE Vehicle: $16,415
  - Battery Electric Vehicle: $7,797

**Sample Vehicle #2567, Parks F150 work truck**

**TCO (Total Cost of Ownership)**

- Standard ICE Vehicle: $95,848
- Battery Electric Vehicle: $96,305
Clean Mobility Planning

Fleets, EV Station Deployment and Regional Capacity Building

County of Santa Barbara
Jerel Francisco – ZEV Specialist
2023 UC Santa Barbara Sustainability Summit
Agenda

1. Introduction
2. County 2030 Climate Action Plan – County Policy Goals
3. Zero-Emission Vehicle and Mobility Plan – Action Oriented
4. EV Fleet
5. Federal Grant
6. Lessons Learned
7. Next Steps
# County Transportation Decarbonization Steps

<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>Board adopts EV Fleet Policy</td>
<td>Sedans only</td>
</tr>
<tr>
<td>2023</td>
<td>Draft Climate Action Plan Released</td>
<td>Transport / Housing Goals</td>
</tr>
<tr>
<td>2023</td>
<td>Board adopts expanded EV Fleet Policy</td>
<td>Light duty pick-up, trucks, vans SUVs</td>
</tr>
<tr>
<td>2023-2024</td>
<td>ZEV Mobility Action Plan</td>
<td>Future Clean Mobility Planning</td>
</tr>
</tbody>
</table>
2030 Climate Action Plan ZEV Goals

• Increase EV car ownership 25% by 2030 and 90% by 2045
• Increase commercial EV use to 15% by 2030 and 75% by 2045
• Install at least 375 publicly available EV chargers by 2030
Where do our emissions come from?

**GHG Emissions by Source**

- **On-road Transportation** 49%
  - (700,706 MT CO₂e)
  - On-road vehicle trips, including cars and trucks.

- **Off-road Equipment** 5%
  - (73,840 MT CO₂e)
  - Portable equipment and vehicles not used for transportation on roads, including construction and landscaping equipment.

- **Water & Wastewater** <1%
  - (5,160 MT CO₂e)
  - Energy used to pump and treat water and wastewater, and emissions from the processing of wastewater.

- **Natural Gas** 21%
  - (294,859 MT CO₂e)
  - Natural gas used in buildings and facilities.

- **Electricity** 7%
  - (95,246 MT CO₂e)
  - Electricity used in buildings and facilities.
    - **Residential Electricity** 3%
      - (49,008 MT CO₂e)
    - **Non-residential Electricity** 3%
      - (41,835 MT CO₂e)
    - **Transmission & Distribution** <1%
      - (4,403 MT CO₂e)

- **Solid Waste** 4%
  - (52,168 MT CO₂e)
  - Emissions from waste, including emissions from the decomposition of waste deposited in landfills from prior years.

- **Agriculture** 14%
  - (135,140 MT CO₂e)
  - Fertilizer use, farming equipment, and the digestive processes of livestock.
Zero-Emission Vehicle and Mobility Plan

• **Goal**: Road map for the County to increase adoption of ZEVs and alternative transportation options

• **Key Focus Areas**:
  - Planning and Policy Recommendations
  - Infrastructure Deployment
  - Programs (internal and external)
  - Outreach and Education

• Planning to release in early 2024/late 2023
County Electric Vehicle Fleet

*EV Charging Infrastructure*
County Electric Vehicle Fleet – Quick Numbers

• **Existing:** 127 chargers (fleet/public) located across 13 different sites
• **Planned:** 180 new chargers in new and existing locations

<table>
<thead>
<tr>
<th>Locations</th>
<th>Number of New Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Maria</td>
<td>111</td>
</tr>
<tr>
<td>Calle Real Campus</td>
<td>50</td>
</tr>
<tr>
<td>Santa Barbara</td>
<td>6</td>
</tr>
<tr>
<td>New Cuyama</td>
<td>5</td>
</tr>
<tr>
<td>Lompoc</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>182</strong></td>
</tr>
</tbody>
</table>
Regional Collaboration

Grants and Capacity Building
Charging and Fueling Infrastructure (CFI) Grant

**Funding Goal:** Deploy publicly accessible EV chargers and alternative fuel infrastructure in areas where people live and work – urban and rural areas alike.

- Two funding streams - Corridor Program and Community Program
- $700 million total pot ($350 million for each program)

### Corridor Program Goal
Install Direct Current Fast Chargers (DCFCs) within 1-mile of Federal highways corridors (US 101/US 1)

### Community Program
Reduce greenhouse gas emissions and fill gaps in access to charging or alternative fueling infrastructure.
Charging and Fueling Infrastructure (CFI) Grant

- Charging and Fueling Infrastructure Competitive Funding Opportunity
  - Announced March 14th
  - Deadline: June 13th

- Santa Barbara County Collaboration
  - Central Coast Resilient DC Fast Charging Infrastructure Project
  - CCZEV Stakeholders: AMBAG, SLOCOG, SBCAG, SLOAPCD, SBAPCD etc.
  - Corridor Program
EV Planning Process

County of Santa Barbara (Corridor Program)

Step 1 – Determine Corridor Eligibility Location Requirements

• Within **1 mile** of federal highway exits (US 1 and US 101)
• Publicly accessible **24/7**
• Each location must charge **4 vehicles** at once
• Each station must output **150 kW** minimum (600 kW minimum output)

Americans with Disabilities Act requirements
• Pre-planning work supported the site identification process immensely
• CCZEVs Priority Locations

Role of SBCAG’s Central Coast Zero-Emission Strategy

- Pre-planning work supported the site identification process immensely
- CCZEVs Priority Locations
County of Santa Barbara  
*(Corridor Program)*

**Step 2** – Determine eligible properties/locations under requirements

- Compiled a list of 60 properties within 1 mile of CCZEVS Priority Corridors
- Properties includes County owned properties and non-county owned properties, some are public-right of way locations

**Findings**

- Unsuccessful in finding county owned properties which meet project criteria and eligibility for most CCZEV Priority locations.
- Prioritized County Parks properties – unsuccessful for hosting DCFCs
- Several incorporated city properties were identified and provided to SBCAG
County of Santa Barbara
*(Corridor Program)*

**Outcome**

- Ultimately 3 County owned properties were submitted to SBCAG
  - Wallace Ave Parking Facilities (Summerland – US 101), Santa Claus Lane Streetscape (Summerland/Carpinteria) and Calle Real Campus (Goleta - US 101/ 154)
- Incorporated city locations were provided to SBCAG who coordinated project involvement
- Internal collaboration between General Services, Public Works, and Sustainability Division
- Site identification, evaluation, and planning for grants is complex and challenging
Challenges/Successes

• SB County CFI Corridor Challenges
  • Identifying sites
    • Parks – Parking limitation
    • Public right of way
  • Buy-in (external and internal)
  • Building relationships with site hosts

• Successes
  • County owned facilities – Public Works Capital Projects
  • Identifying sites that were not eligible (Parks)
  • SBCAG Leadership
EV Station Lessons Learned

• EV Station siting and identification process is challenging and complex
  • ADA
  • Spatial availability
  • Future Infrastructure
  • Utility
  • Parking regulation
  • Relationship building with property owners

• How can the region streamline and accelerate the deployment of public EV charging to meet our Climate Action Goals?
Thanks for Listening

Jerel Francisco – ZEV Specialist
jfrancisco@countyofsbo.org
Cameron Gray
Director of Climate Mitigation
COMMUNITY ENVIRONMENTAL COUNCIL
End of the Internal Combustion Engine (ICE) age but who will benefit and when?

Source: IEA (past), RMI forecasts
Award Details

- $2 million over 3.25 years
- Award agreement signed October 2023
- Focus: Capacity building to accelerate transportation decarbonization in partnership with disadvantaged, low-income, and/or rural communities.
- Region served: San Mateo, Santa Cruz, San Benito, Monterey, San Luis Obispo, Santa Barbara, and Ventura Counties
Funded Partners

+ Up to 12 Community-Based Organizations
What We’ll Do Together

Expand and connect our networks to coordinate and accelerate our transportation decarbonization activities.
What We’ll Do Together

Community-supported clean mobility planning with underserved communities.
What We’ll Do Together

Increase multilingual outreach and education for electric vehicles and e-bikes and other shared-use mobility options that will decarbonize our transportation systems.
What We’ll Do Together

Help households in low-income, disadvantaged, and/or rural communities transition into an EV with needs-based EV purchase guidance.
What We’ll Do Together

Deliver EV workforce training and technical assistance to public/private fleets in underserved areas with our Clean Cities partners.

Photo: Los Angeles Cleantech Incubator