




air pollution control district
SANTA BARBARA COUNTY

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Continued Item: No

Board Agenda Item

TO: Air Pollution Control District Board

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SUBJECT: California Electric Vehicle Infrastructure Project (CALeVIP)

RECOMMENDATION:

Receive and file a presentation from District and Center for Sustainable Energy (CSE) staff on the California Electric Vehicle Infrastructure Project (CALeVIP) and a potential 2021 CALeVIP South Central Coast project to be administered in Santa Barbara, San Luis Obispo and Ventura Counties.

BACKGROUND:

The California Electric Vehicle Infrastructure Project (CALeVIP) is an incentive program focused on rapid expansion of electric vehicle (EV) charging infrastructure in targeted regions of California. CALeVIP is partially funded by the California Energy Commission's (CEC) Clean Transportation Program, which has allocated up to \$200 million to help address regional needs for EV charging stations throughout the state. The program is administered by the Center for Sustainable Energy (CSE), a nonprofit organization that promotes clean energy programs and provides technical advisory services. The goal of CALeVIP is to implement targeted incentive projects based on a region's needs and accelerate the installation of EV charging stations throughout California. CALeVIP is a streamlined incentive program that provides applicants rebates for the installation of either Level 2 charging stations or DC fast chargers (DCFC). Level 2 and DCFC stations are described in Figure 1.

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Figure 1 – EV Charging Equipment

EV Charging Equipment		
	Level 2 Charging	DC Fast Charging
Application	Public/Workplace	Destination/Travel Corridors
Charger Power	3.3kW-19.2kW	50kW-350kW
Connector	SAE J1772	CHAdEMO SAE Combo Tesla
Charging Time	10-25 miles of range per hour	180+ miles of range per hour

The District has a long history of working closely with partners in the tri-county region on electric vehicle planning and implementation. The District is a member of the Electric Drive 805 coalition’s steering committee which includes the Community Environmental Council, Central Coast Clean Cities Coalition, Ventura County Regional Energy Alliance and the Air Pollution Control Districts of Ventura, Santa Barbara and San Luis Obispo Counties.

One of the missions of the Electric Drive 805 coalition is to support the State’s goals to deploy zero-emission vehicles and charging infrastructure in California. In 2012, Governor Brown issued Executive Order B-16-12, calling for 1.5 million zero-emission vehicles in California by 2025. This goal was expanded upon in 2018 when Governor Brown issued Executive Order B-48-18, calling for 5 million zero-emission vehicles in California by 2030 and 250,000 zero-emission vehicle chargers, including 10,000 DC fast chargers, by 2025.

Over the last several years, the District has provided grant funding for electric vehicle charging stations. To date the District has provided nearly \$400,000 to help fund 100 charging ports at 21 different locations in the County. There are currently approximately 237 public charging ports installed at 100 different locations in the County¹.

DISCUSSION:

CALeVIP currently operates 6 regional projects across the state, as listed in Figure 2. The CSE is actively soliciting partners for 2021 regional CALeVIP projects and has identified the South Central Coast region as a potential partner.

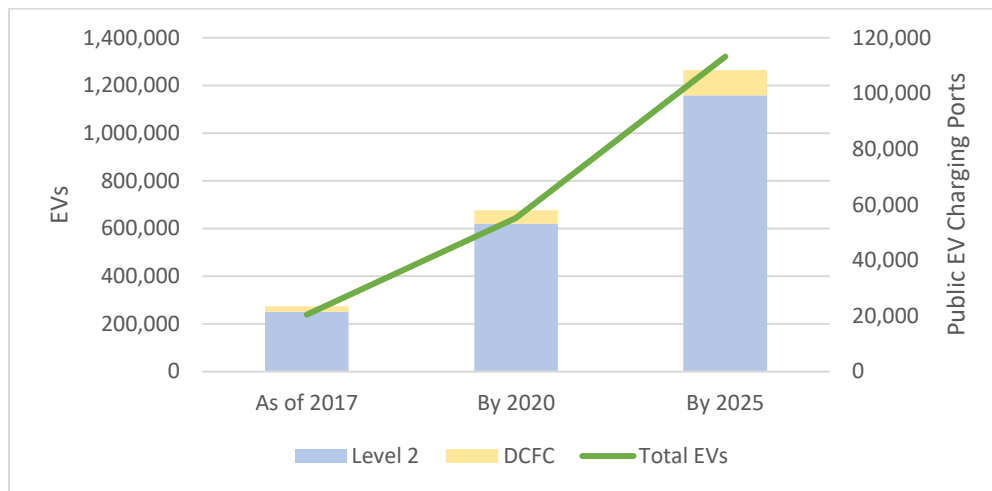
¹ U.S. Department of Energy’s Alternative Fuel Data Center Station Locator data, as of December 20, 2019

Figure 2 – Active CALeVIP Projects

Region	Launch Date	Counties	Funding	Technologies
Fresno County	December 2017	Fresno	\$4 million	Level 2
Southern California	August 2018	Los Angeles Orange Riverside San Bernardino	\$29 million	DCFC
Sacramento	April 2019	Sacramento	\$14 million	Level 2 & DCFC
Northern California	May 2019	Shasta Humboldt Tehama	\$4 million	Level 2 & DCFC
Central Coast	October 2019	Monterey Santa Cruz San Benito	\$6 million	Level 2 & DCFC
San Joaquin Valley	December 2019	San Joaquin Kern Fresno	\$14 million	Level 2 & DCFC

The CEC allocates funding using a gap analysis of the EV charging infrastructure in a region. The EV charging station need is projected using the Electric Vehicle Infrastructure Projection (EVI-Pro) tool, which was developed by the National Renewable Energy Lab (NREL) and the CEC. The EVI-Pro tool uses detailed data on personal vehicle travel patterns, electric vehicle attributes, and charging station characteristics to estimate the quantity and type of charging infrastructure necessary to support regional adoption of electric vehicles. Fleet assumptions for the EVI-Pro tool are based on the state’s goal of 1.5 million zero-emission vehicles in California by 2025. The CEC’s 2025 EV projections and corresponding demand estimates for charging stations based on the EVI-Pro tool are shown in Figure 3².

Figure 3 – California EV Charging Station Demand



² CEC Staff Report – California Plug-In Electric Vehicle Infrastructure Projections: 2017-2025.

The CEC further projects the distribution of EVs by county, using Department of Motor Vehicle's (DMV) vehicle registration data. The EVI-Pro tool uses this data to estimate the number of EV charging stations needed in a region to support the number of electric vehicles that will be on the road. Using this tool, the EV infrastructure gap for Santa Barbara County is estimated to be 752 Level 2 Charger stations and 124 DCFC stations.

CALeVIP regional projects are co-funded by the CEC and local partners. The CEC funding is allocated per county, based on each county's gap in infrastructure as well as funding commitments from local partners. While the exact amount of funding that the CEC would contribute to a potential South-Central Coast project is unknown at this time, the CEC has indicated an interest to fund up to 50% of the Level 2 charging station and 30% of the DCFC station needs in the tri-county region. Figure 4 shows what the potential CEC funding could be if a CALeVIP project came to the South Central Coast region.³

Figure 4 – Potential CEC Funding

County	Level 2 Charger Gap	Fund 50% of Level 2 Low Gap	DCFC Gap	Fund 30% of DCFC Gap	Total Funding Gap Match Target
San Luis Obispo	272	\$ 707,200	37	\$ 610,500	\$ 1,317,700
Santa Barbara	752	\$ 1,955,200	124	\$ 2,046,000	\$ 4,001,200
Ventura	1291	\$ 3,356,600	48	\$ 792,000	\$ 4,148,600
Total	2,315	\$ 6,019,000	209	\$ 3,448,500	\$ 9,467,500

In the South Central Coast region, local partners are working to bring a CALeVIP incentive program to the region. If successful, the project would launch in 2021 and would process EV charging station applications on a first-come, first-served basis until all funding is expended. The CEC funding is allocated per county, and the match funds provided by the project partners are added to the total funding amount and are only used to fund projects located within the boundaries of that partner's jurisdiction. For example, any funding that the District contributes to the program would only be used to fund projects in Santa Barbara County. After applications are received and approved, projects can move forward without going through a lengthy grant process. Upon completion and verification of their projects, applicants receive a rebate check in the mail. The exact amount of the incentives is still to be determined but would be designed to provide a maximum rebate of either a fixed dollar amount or a fixed percentage of the total project cost, whichever is less.

NEXT STEPS:

Applications to be considered for participation in the 2021 CALeVIP program are due to Center for Sustainable Energy by February 14, 2020. A Partnership Engagement Package that includes a non-binding Letter of Intent and Project Design Questionnaire is required to be submitted by partners in each County of the South Central Coast region. In this application packet, the District

³ Funding estimates from the CEC Workshop on October 23, 2019: *Planning for the 2021 CALeVIP Incentive Project Regions.*

will define a potential amount of matching funds that could be used if CEC selects our region for the 2021 CALeVIP program. After submitting a Partnership Engagement Package, the District and South Central Coast partners will meet with the CSE to finalize the project's Scope of Work for consideration by the California Energy Commission. If the South Central Coast region is selected, the District expects to return to your Board in August 2020 to request funding approval and contract authorization. To prepare for potential participation, the District will include CALeVIP funding in the fiscal year (FY) 20-21 budget proposal as appropriate. If approved, the South Central Coast CALeVIP program would launch in January 2021.

FISCAL IMPACT:

The District's funding commitment is contingent on receiving approval from the California Air Resources Board (CARB) to contribute AB 923 funds to a potential CALeVIP program. If CARB approves the District's Case-by-Case Determination Request, the District could use these funds as match funding for the South Central Coast CALeVIP regional project. The first year's commitment will be included in the District's FY 20-21 budget proposal, with future year funding commitments included in subsequent budget proposals. In addition to the matching fund requirement, CSE also assesses a program administration fee that is determined before program approval.