

# Transition to Zero Emission Vehicles in Santa Barbara County

UCSB Sustainability Summit



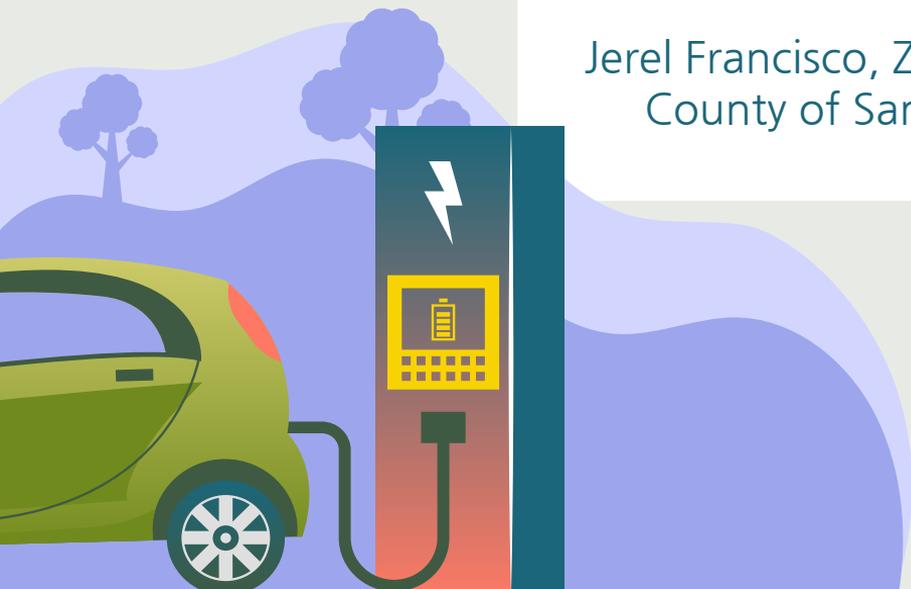
# Today's Speakers:

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





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Council  
Bold Climate Action  
Acción Climática Audaz

OPENING & CLOSING PRESENTER

Cameron Gray

Director of Climate Mitigation

COMMUNITY ENVIRONMENTAL COUNCIL





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# 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.



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# Panel Themes

01

TRANSPORTATION DECARBONIZATION  
WITH UNDERSERVED COMMUNITIES

02

ACCESS TO ELECTRIC VEHICLE CHARGING  
& INFRASTRUCTURE INVESTMENTS

03

BUILDING CAPACITY & COLLABORATION



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# 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



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# Why Drive an Electric Vehicle (EV)?

For Climate Action & Future Generations

For Community Health and Quality of Life

For Financial Benefits



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# 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

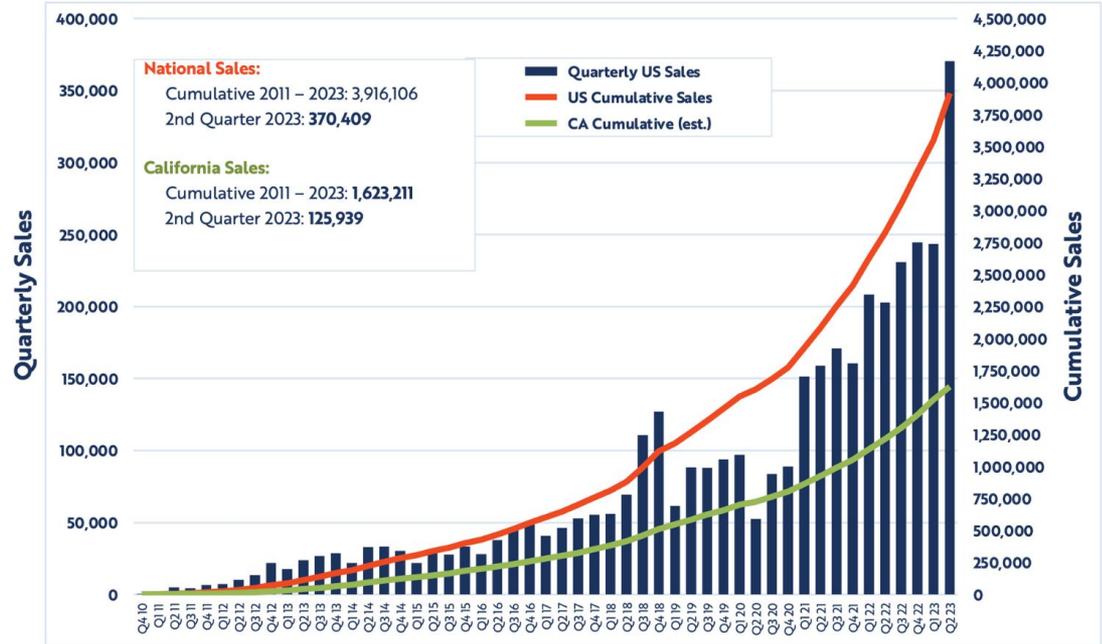


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EV sales are increasing, *but underserved communities are being left behind.*



## Electric Vehicle Sales in California and the U.S.



Note: According to California Air Resources Board data, California sales are 34% of national sales.  
Data source: California Energy Commission (2023). Retrieved July 2023 from [energy.ca.gov/zevstats](https://energy.ca.gov/zevstats).

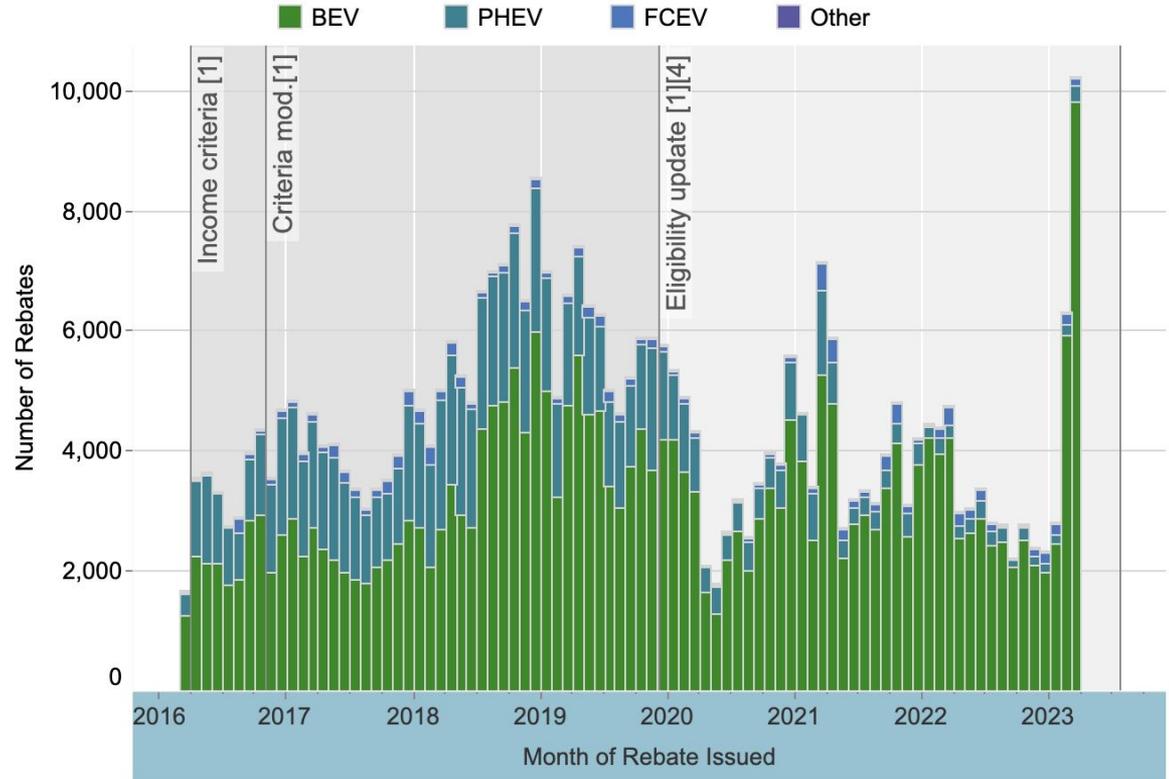
Q2 2023 data update: Cumulative data from 2011 – 2023.



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# Clean Vehicle Rebate Project (CVRP) Data

## All Rebates Issued

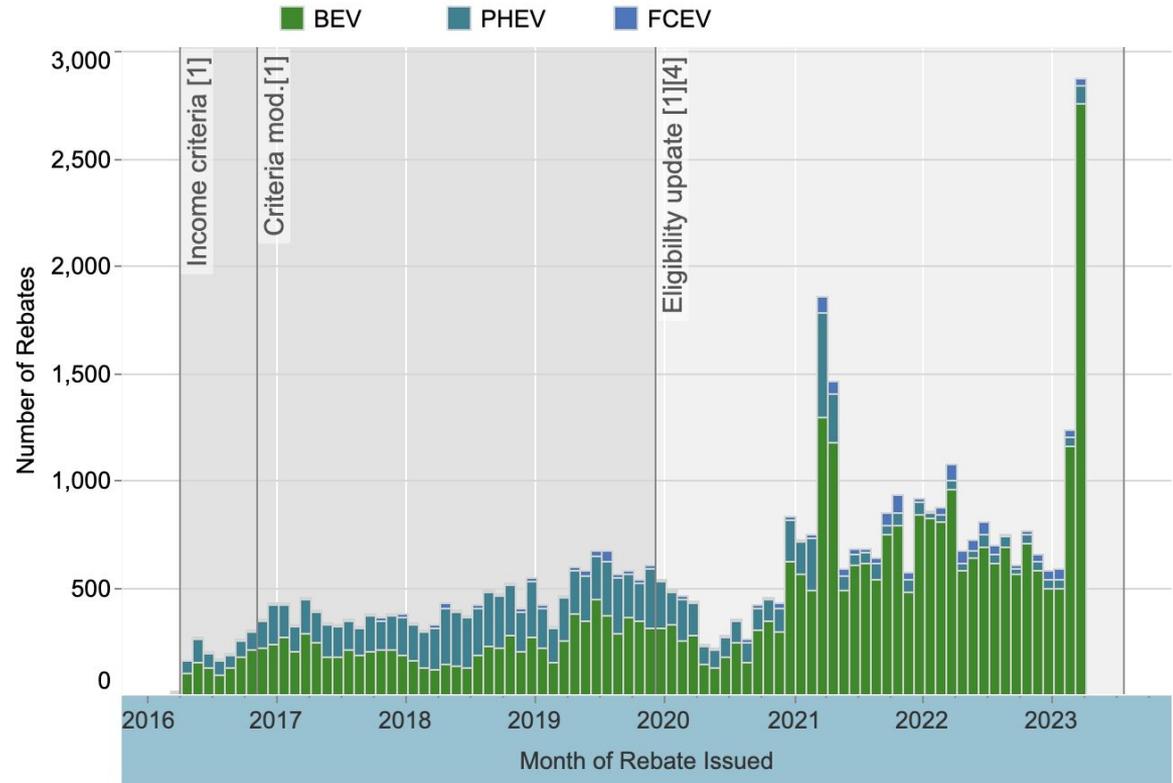




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## Low-to-Moderate Income Rebates Issued

CVRP Data





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# 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



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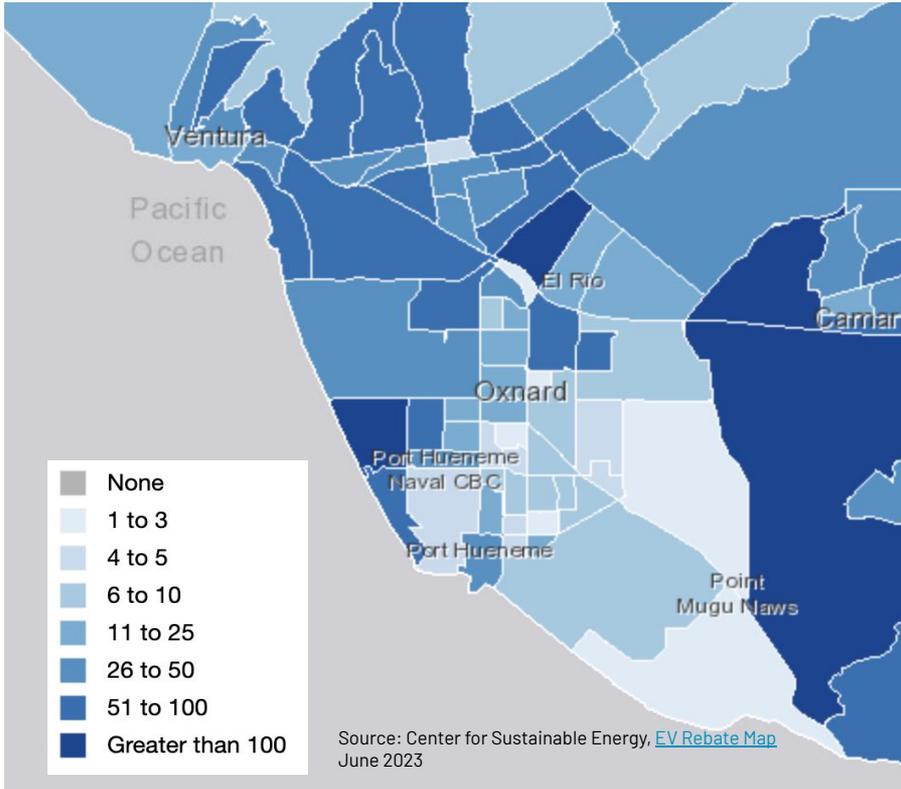
# CVRP Data Summarized

Only 12% of rebates were issued to low-to-moderate income (LMI) households since LMI criteria came into effect on 3/29/16.

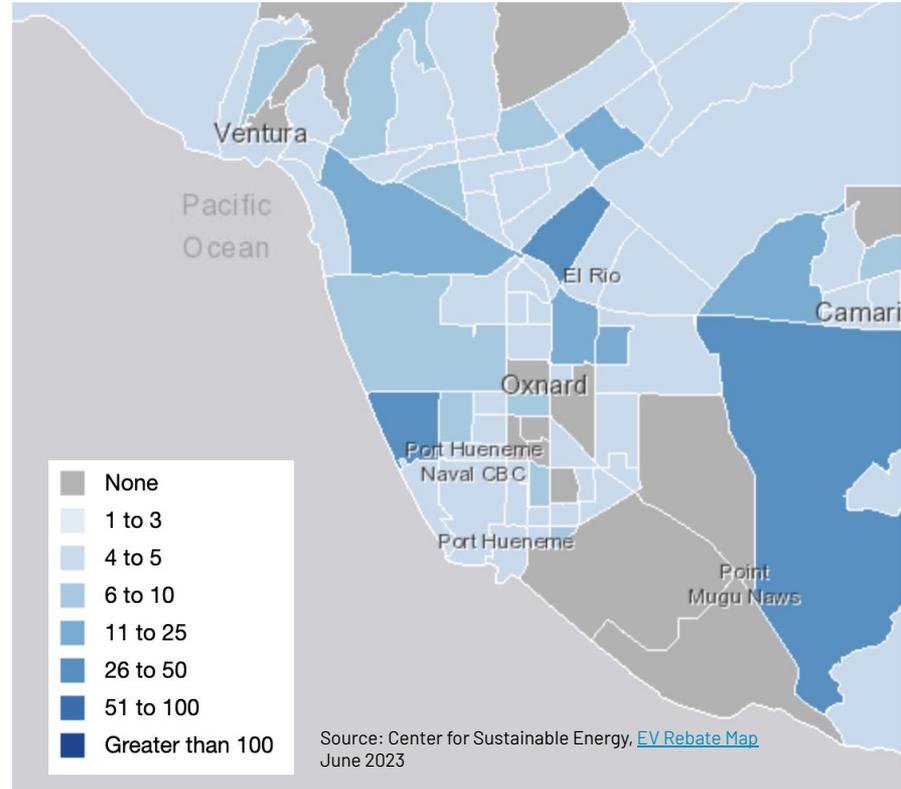
2023 sales spike data: 4,761 out of 19,583 (25 percent) issued to low-to-moderate income households.

# CVRP Data - Oxnard

## All CVRP Rebates

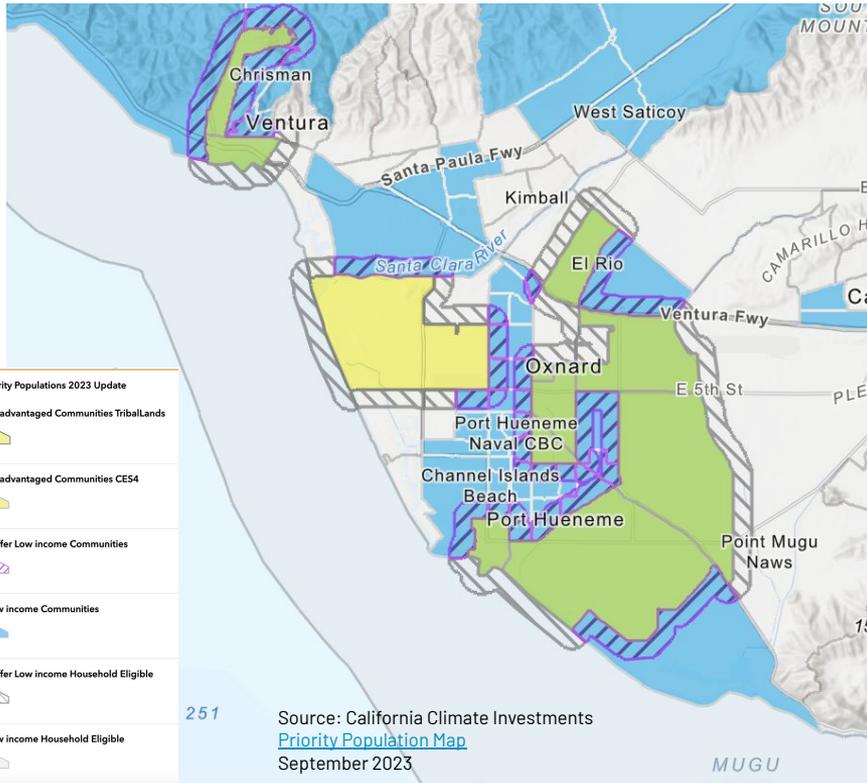


## Low-to-Moderate Income Rebates

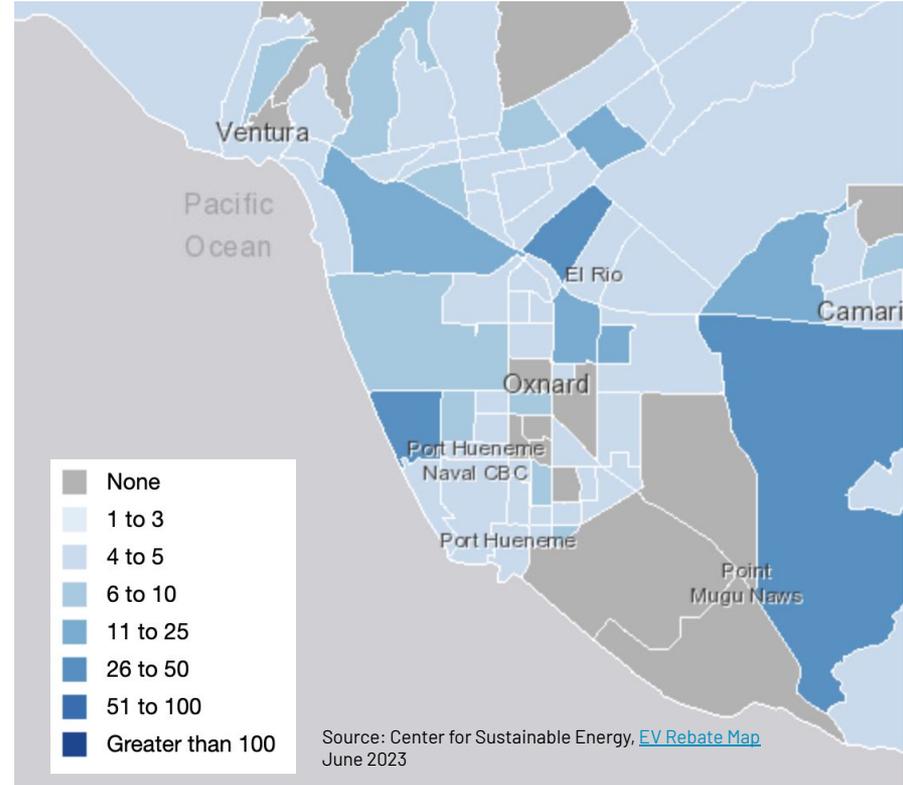


# CVRP Data - Oxnard

## Disadvantaged & Low-Income Areas



## Low-to-Moderate Income Rebates





# Financial Incentives for New Electric Vehicles

Grant (Money for Down Payment)	Base Incentives	Increased Incentives For Income Qualified
Clean Vehicle Assistance Program (CVAP) OR Driving Clean Assistance Program (DCAP)	N/A	\$7,500
Rebates (Money After Purchase)	Base Incentives	Increased Incentives For Income Qualified
State - California Clean Vehicle Rebate Project (CVRP)	\$2,000	\$7,500
State - California Vehicle Retirement Program	\$1,000	\$1,500
Regional - Central Coast Community Energy Rebate [August 1, 2022 – August 31, 2023]	\$2,000	Tier 1: \$3,000   Tier 2: \$4,000
<b>TOTAL INCENTIVES</b> <small><u>Federal tax credit not included</u></small>	<b>\$5,000</b>	<b>\$11,500 - \$20,500</b>



**Outreach@EVsForEveryone.org**



**EVsForEveryone.org**



# Financial Incentives for Used Electric Vehicles

Grant (Money for Down Payment)	Base Incentives	Increased Incentives For Income Qualified
Clean Vehicle Assistance Program (CVAP) OR Driving Clean Assistance Program (DCAP)	N/A	\$7,500
Rebates (Money After Purchase)	Base Incentives	Increased Incentives For Income Qualified
State - California Vehicle Retirement Program	\$1,000	\$1,500
Regional - PG&E Pre-Owned EV Rebate OR Regional - SCE Pre-Owned EV Rebate	\$1,000	\$4,000
Regional - Central Coast Community Energy Rebate [August 1, 2022 – August 31, 2023]	\$1,000	Tier 1: \$2,000   Tier 2: \$3,000
<b>TOTAL INCENTIVES</b> <small><u>Federal tax credit not included</u></small>	<b>\$3,000</b>	<b>\$7,000 - \$16,000</b>



**Outreach@EVsForEveryone.org**



**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



## 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



*\*Provided until May 31, 2024, or until funding is exhausted.  
Hasta el 31 de mayo de 2024 o hasta que se agoten los fondos.*



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Helping  
people  
act now.



# EVs for Everyone Support Process

## Awareness

Language Access

Education about EV options and charging access

Overview of incentives and financial considerations

## Decision-making

New, used, or leased?

Battery electric or plug-in hybrid?

Make and model?

Loans and financing?

Availability?

Applicable incentives?

## Incentives & Purchase

Income Verification via Access  
Clean Ca

Pre-purchase incentive  
applications  
(Reduce upfront cost barriers)

Vehicle purchase completed with  
eligible dealership

Post-purchase incentive  
applications  
(Support lease payments and/or  
pay down loans faster)



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# How To Sign Up for Purchase Guidance

← → ↻ evsforeveryone.org

**EVS for EVERY ONE**    **EXPLORE EVS** / **FINANCIAL INCENTIVES** / **CHARGING** / **EVENTS** / **ESPAÑOL**

## Power Up to an Electric Vehicle

For your wallet, your family, and our community!

**FIND THE EV FOR YOU**

Chris Walker & Family  
PHOTO: Marissa Leshnar

<https://evsforeveryone.org/charging>

evsforeveryone.org





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# 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



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## Charging Access

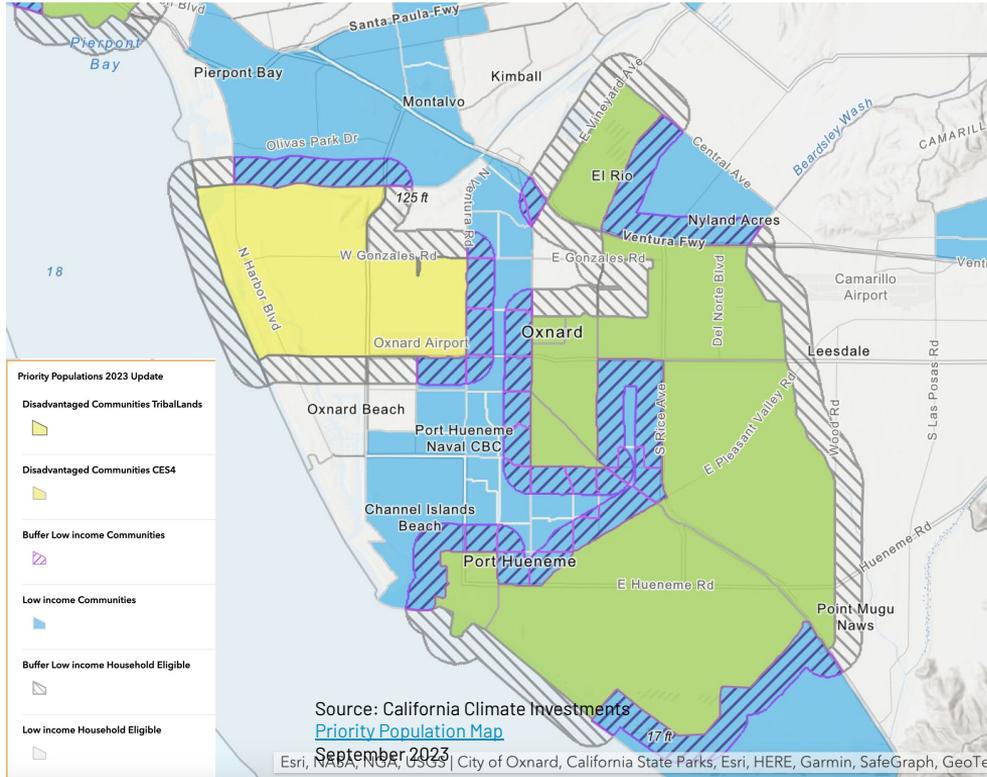
**39.8% of residents are renters** across Ventura, Santa Barbara, and San Luis Obispo Counties according to U.S. Census Data.\*

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

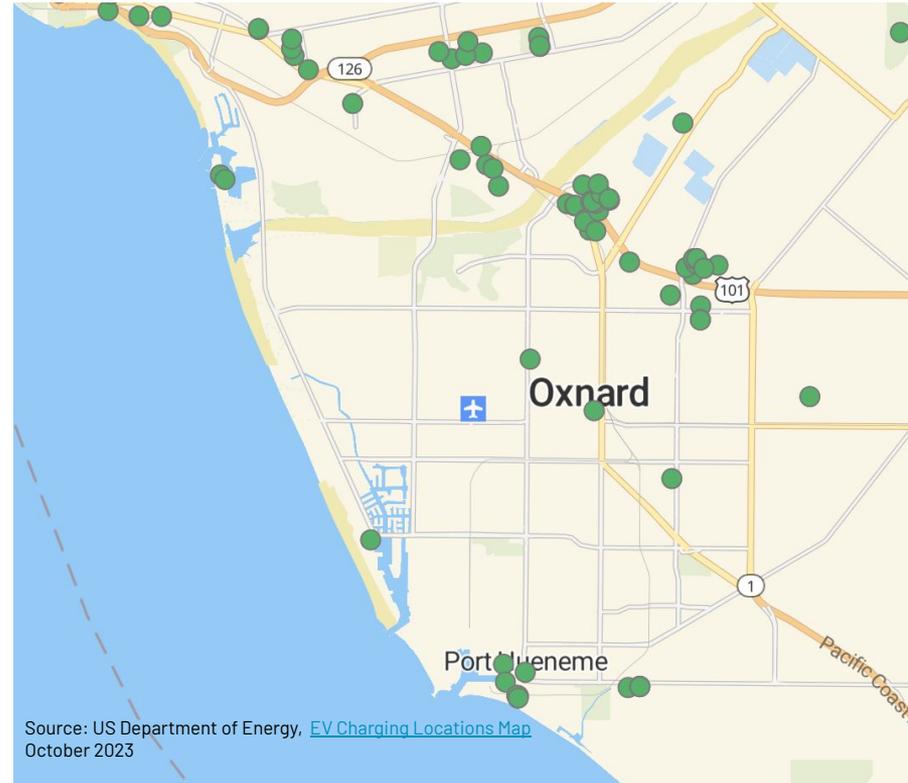
**EV infrastructure development is lagging behind in historically underserved communities**

# Charging Access - Oxnard

## Disadvantaged & Low-Income Areas

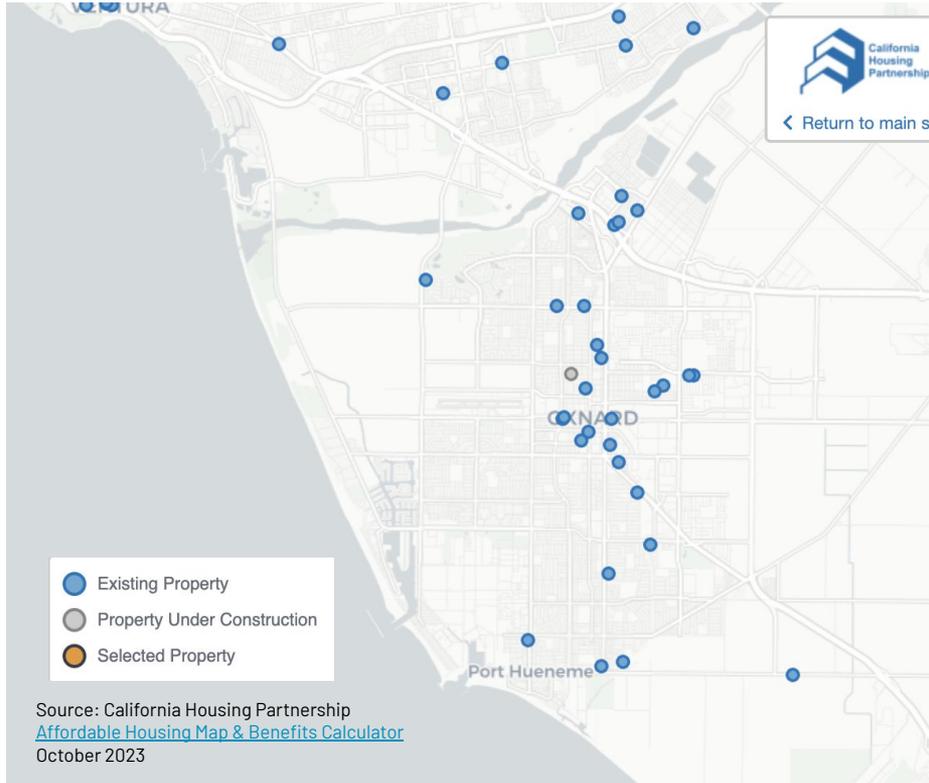


## U.S. DOE EV Charging Map



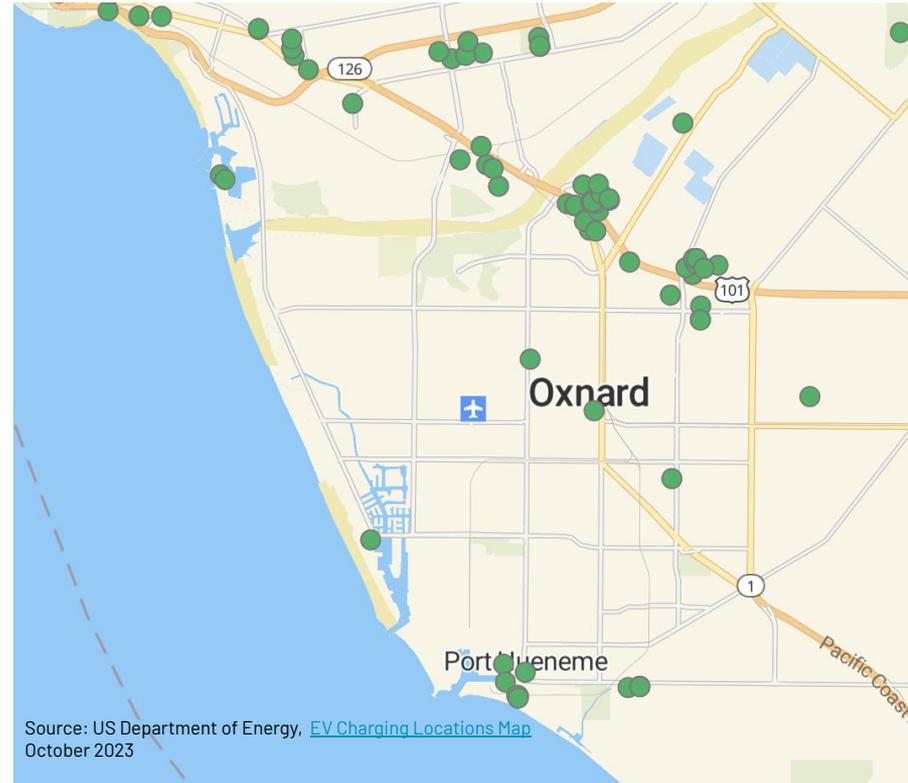
# Charging Access - Oxnard

## Affordable Housing Properties



Source: California Housing Partnership  
[Affordable Housing Map & Benefits Calculator](#)  
October 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

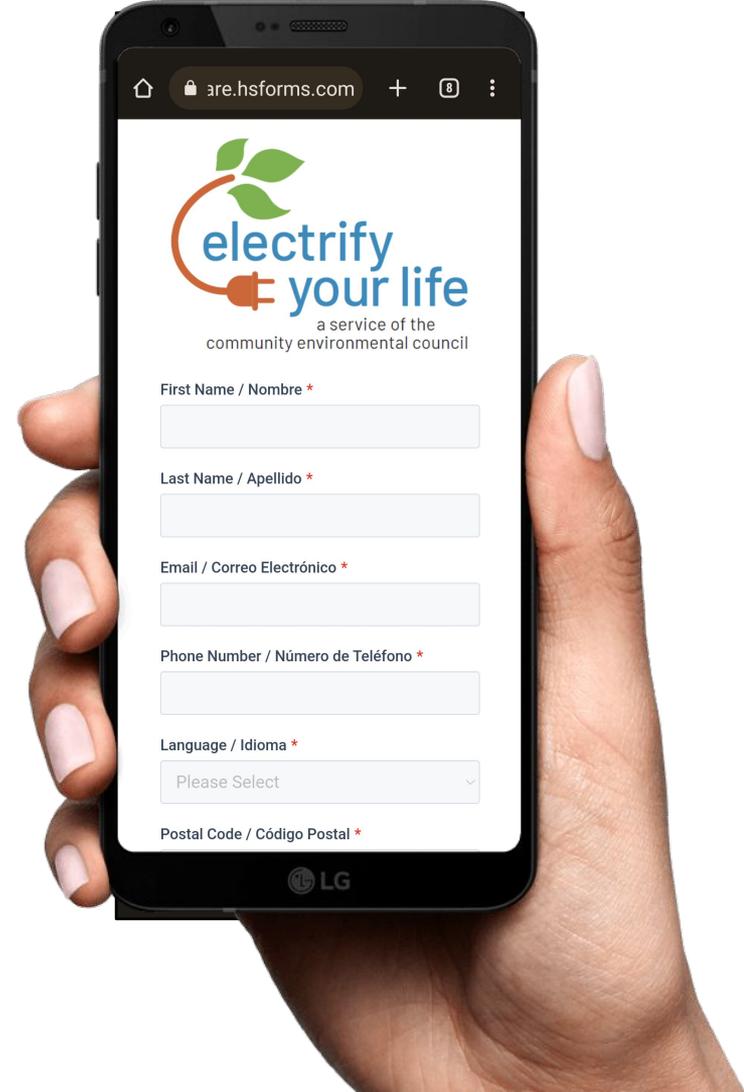
-  Multi-Family Housing in Charge
-  Tribes in Charge
-  Congregations in Charge
-  Schools in Charge
-  Healthcare in Charge
-  Nonprofits in Charge
-  Local Government in Charge
-  Workplaces in Charge

Fill out our quick and simple intake form

Llena nuestro formulario de admisión  
rápido y sencillo



<https://cec.pub/electrify>





**SBCAG**

SANTA BARBARA COUNTY  
ASSOCIATION OF GOVERNMENTS



# Central Coast Zero Emission Vehicle Strategy

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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 Coalition**  
*Moving California's Economy*

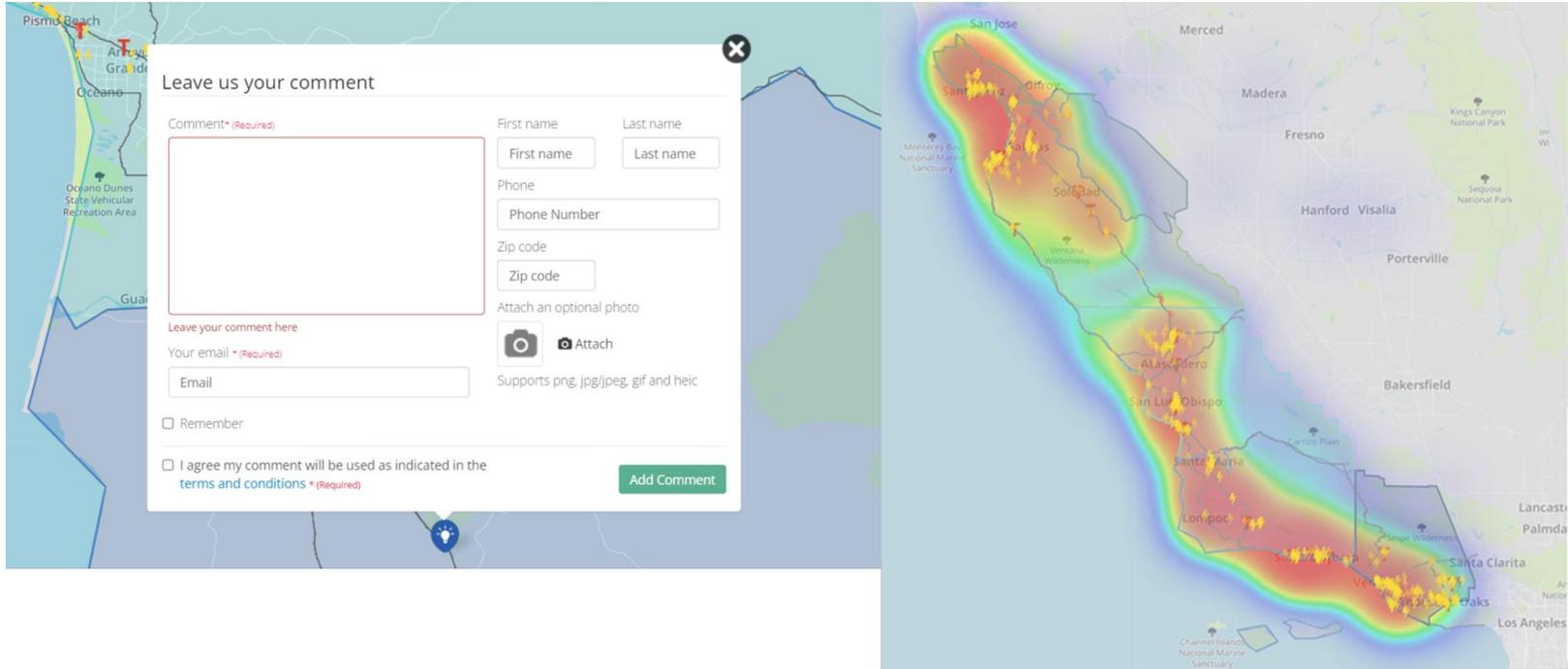
# Central Coast Zero Emission Vehicle Strategy

- 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'



The image displays a screenshot of the 'Social Pinpoint' online portal. On the left, a map shows the Central Coast region with a heatmap overlay. A white comment form is overlaid on the map. The form includes a text area for a comment, fields for first and last name, phone number, and zip code. It also features a photo attachment option and a checkbox for remembering the user. At the bottom of the form is a green 'Add Comment' button. The heatmap on the right shows high concentrations (red and yellow) in the San Francisco Bay Area, the San Joaquin Hills, and the Los Angeles basin, with lower concentrations (green and blue) in the Central Coast and Inland Empire regions.

**Leave us your comment**

Comment\* (Required)

First name Last name

Phone

Zip code

Attach an optional photo

Your email \* (Required)

Remember

I agree my comment will be used as indicated in the [terms and conditions](#) \* (Required)

**Add Comment**

# 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



# 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





**SUSTAINABILITY & RESILIENCE DEPARTMENT**

# **EV CHARGING ACCESS**

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Kristian Hoffland

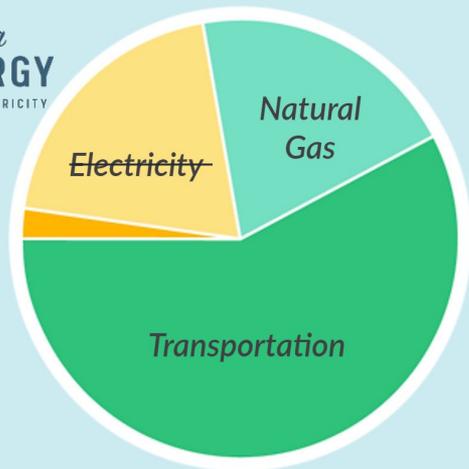
Sustainability Summit – October 18, 2023

### Santa Barbara's Current Carbon Emissions



Santa Barbara  
**CLEAN ENERGY**  
CHOOSING RENEWABLE ELECTRICITY

Waste to  
Landfills



**TOGETHER TO ZERO**  
*Santa Barbara*  
**JUNTOS A CERO**

# 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?

Easter morning 1900: 5<sup>th</sup> Ave, New York City. Spot the automobile.



Source: IIS National Archives

Easter morning 1913: 5<sup>th</sup> Ave, New York City. Spot the horse.



Source: George Grantham Bain Collection.

# 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

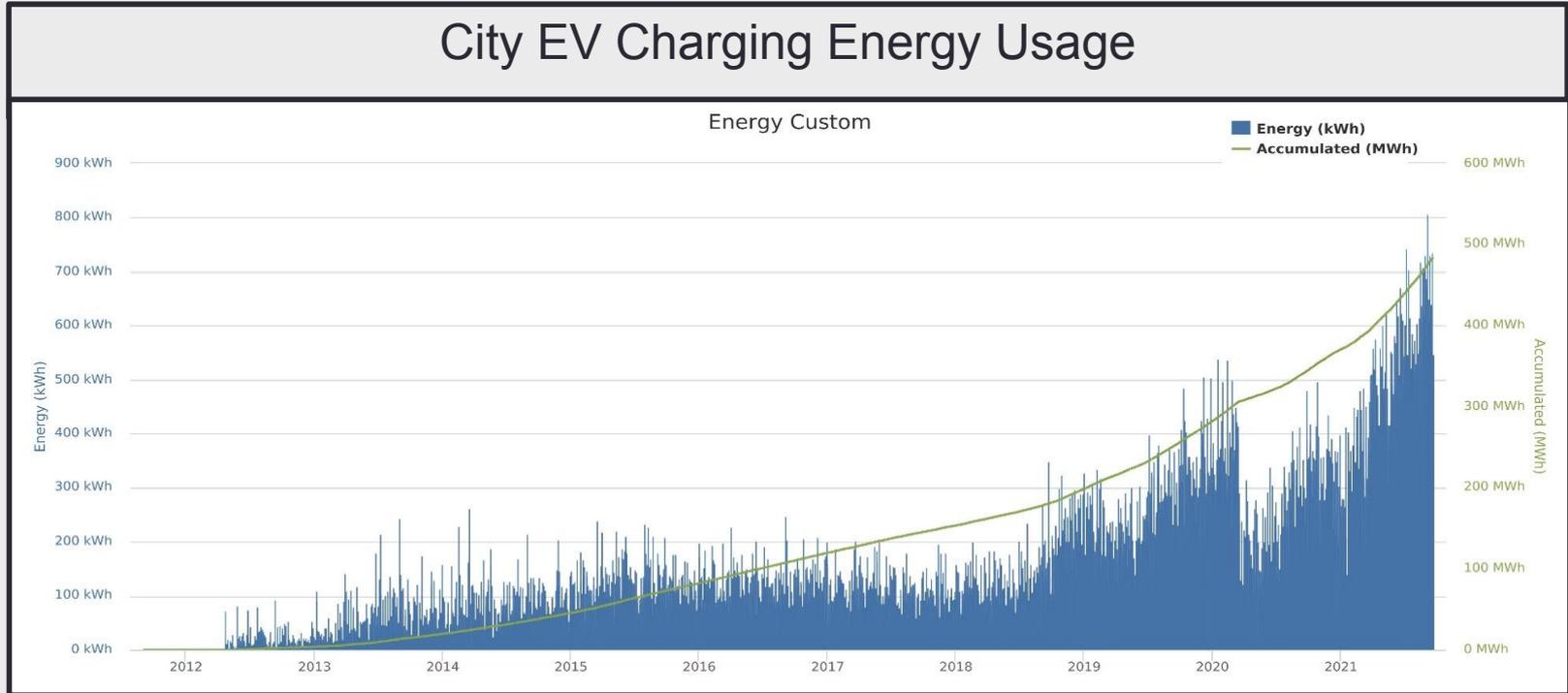
2014 – 8 stations



- 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



# 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

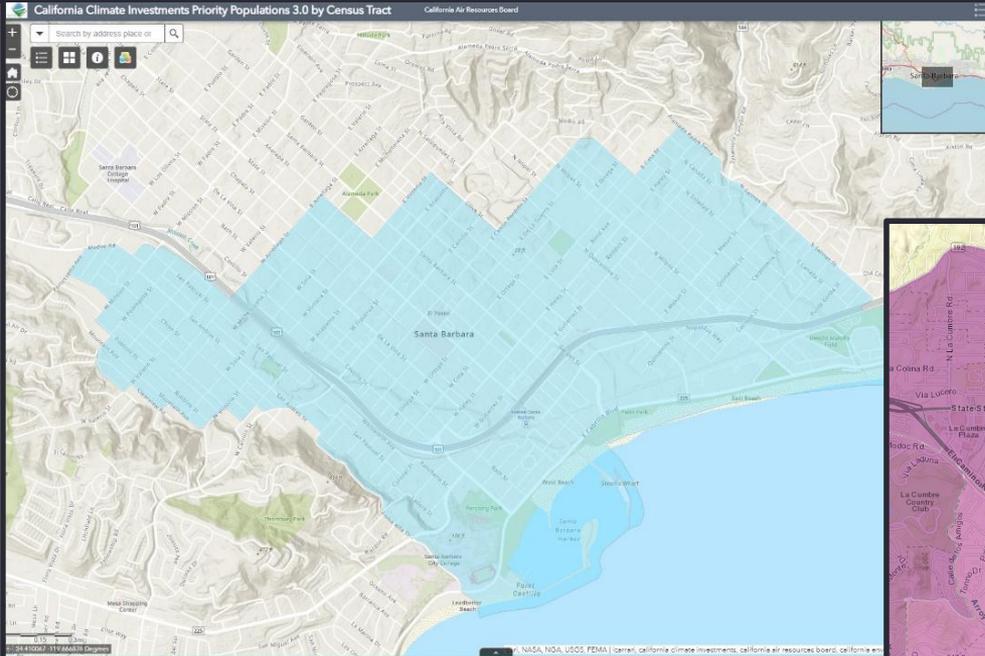
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# EV CHARGING STATIONS

# Proposed Chargers Would Support...

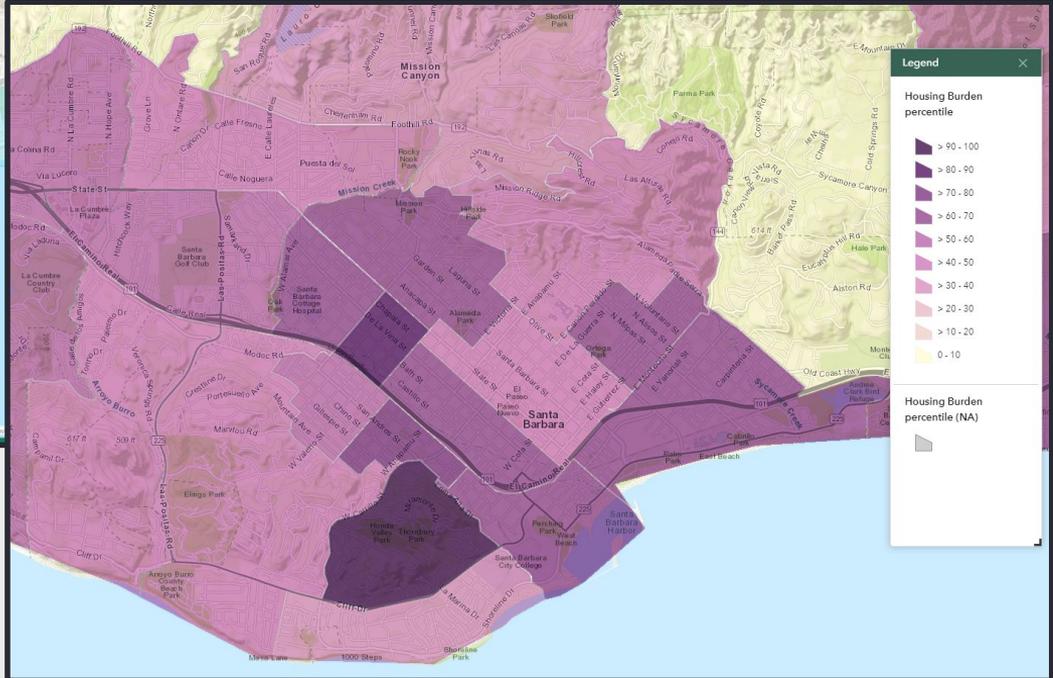


- City residents
  - LMI & DAC communities
  - Rental & Multi-family Units
- Commuters
- Local businesses
- Tourists
- Regional Transportation hubs
- Fleets

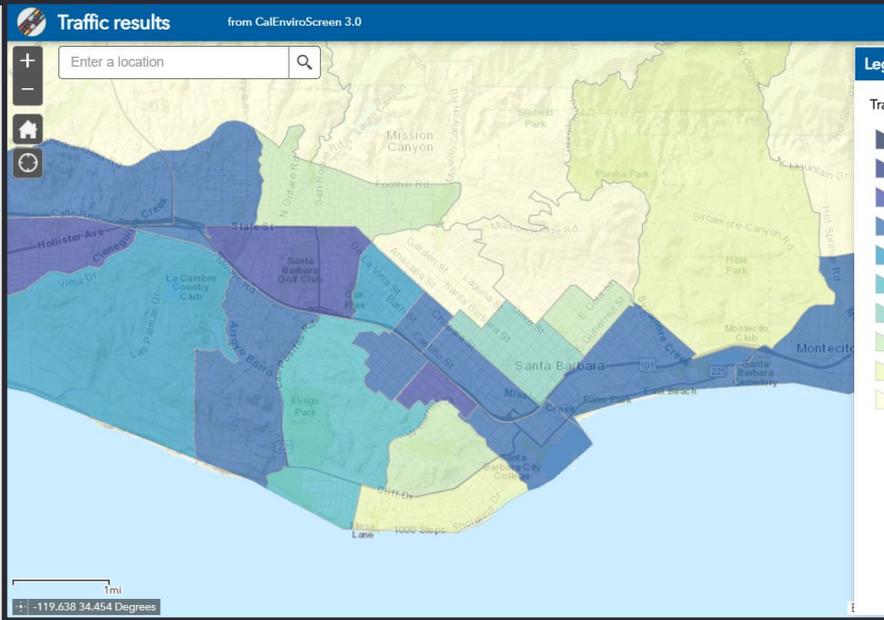


# Equity Considerations

## Housing Burden



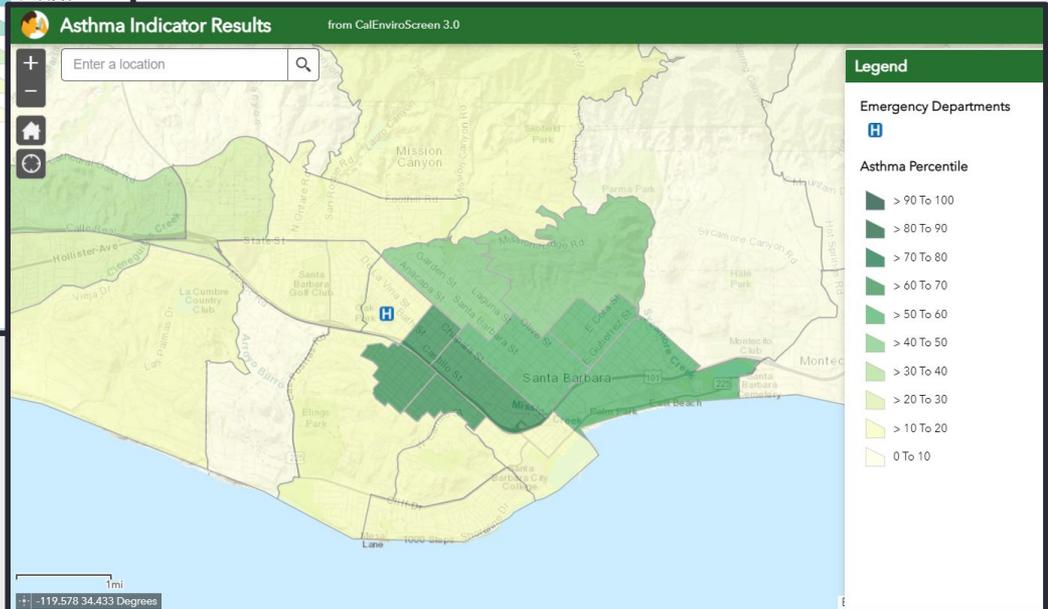
**AB 1550: Low Income**



Traffic density

# Equity Considerations

## Asthma rates



# 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



Santa Barbara County  
Air Pollution Control District



## 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

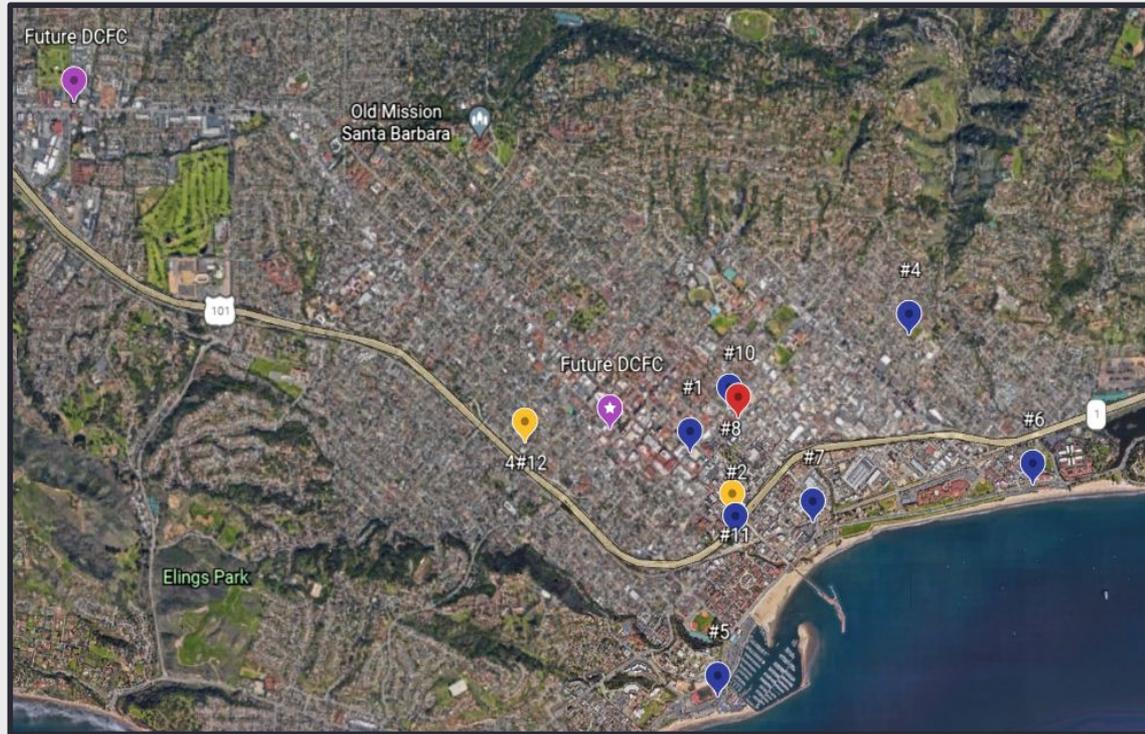


Proposed new EV charger matrix by type of user

Type	Funding currently applied for	To be installed	Public	Employee	Fleet
DCFC	30	30	26	0	4
L2	78	108	74	28	6
total	104	138	100	28	10

# Potential Charger sites

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



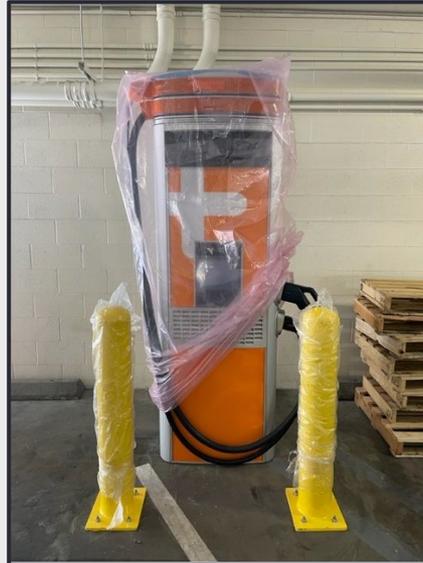
## Project Challenges

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



# Ongoing Projects: Ortega Garage

- 12 Tesla Superchargers
- 4 City DC Fast Chargers



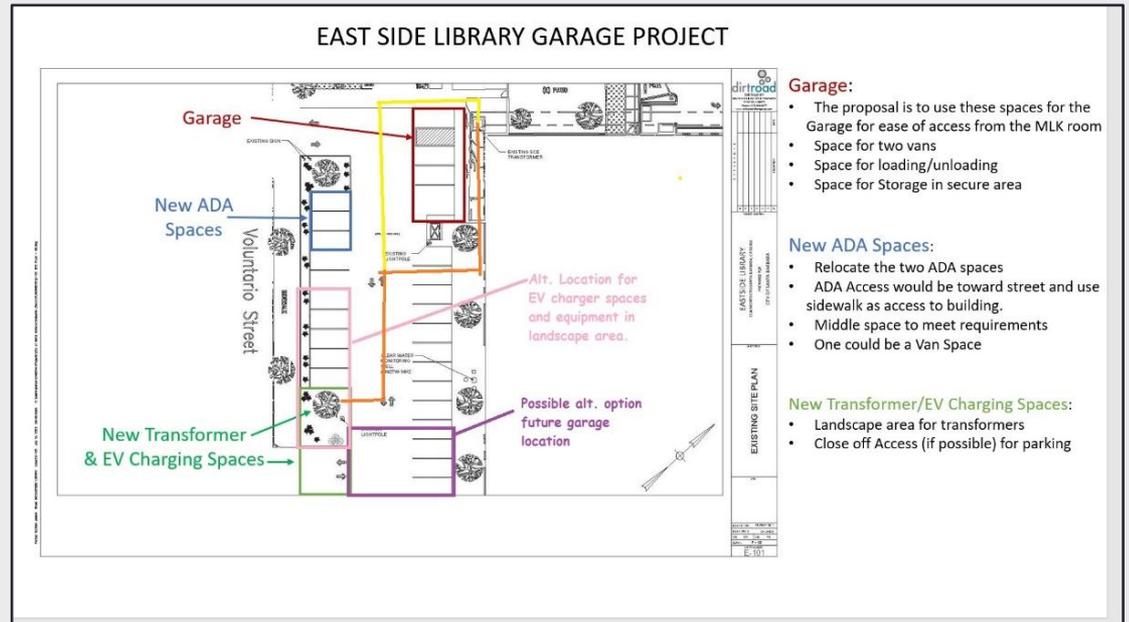
## Project Challenges

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



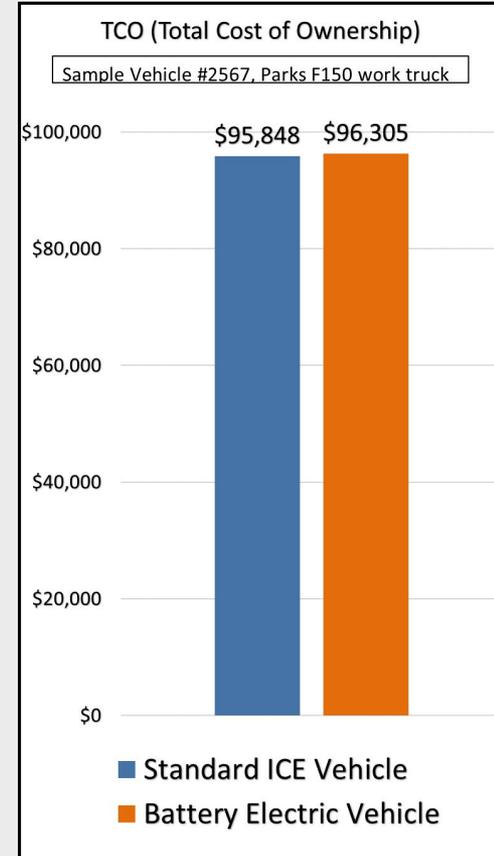
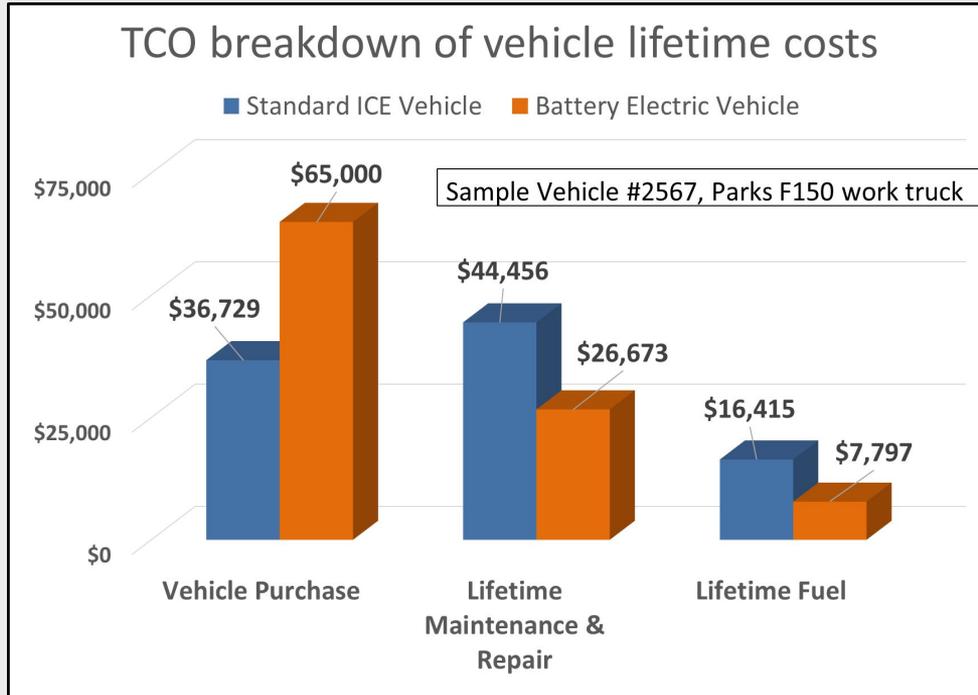
# Ongoing Projects: Eastside Library

- 4 Public DC Fast Chargers





# TCO Cost Breakdown





*one*  
COUNTY  
*one*  
FUTURE

# 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

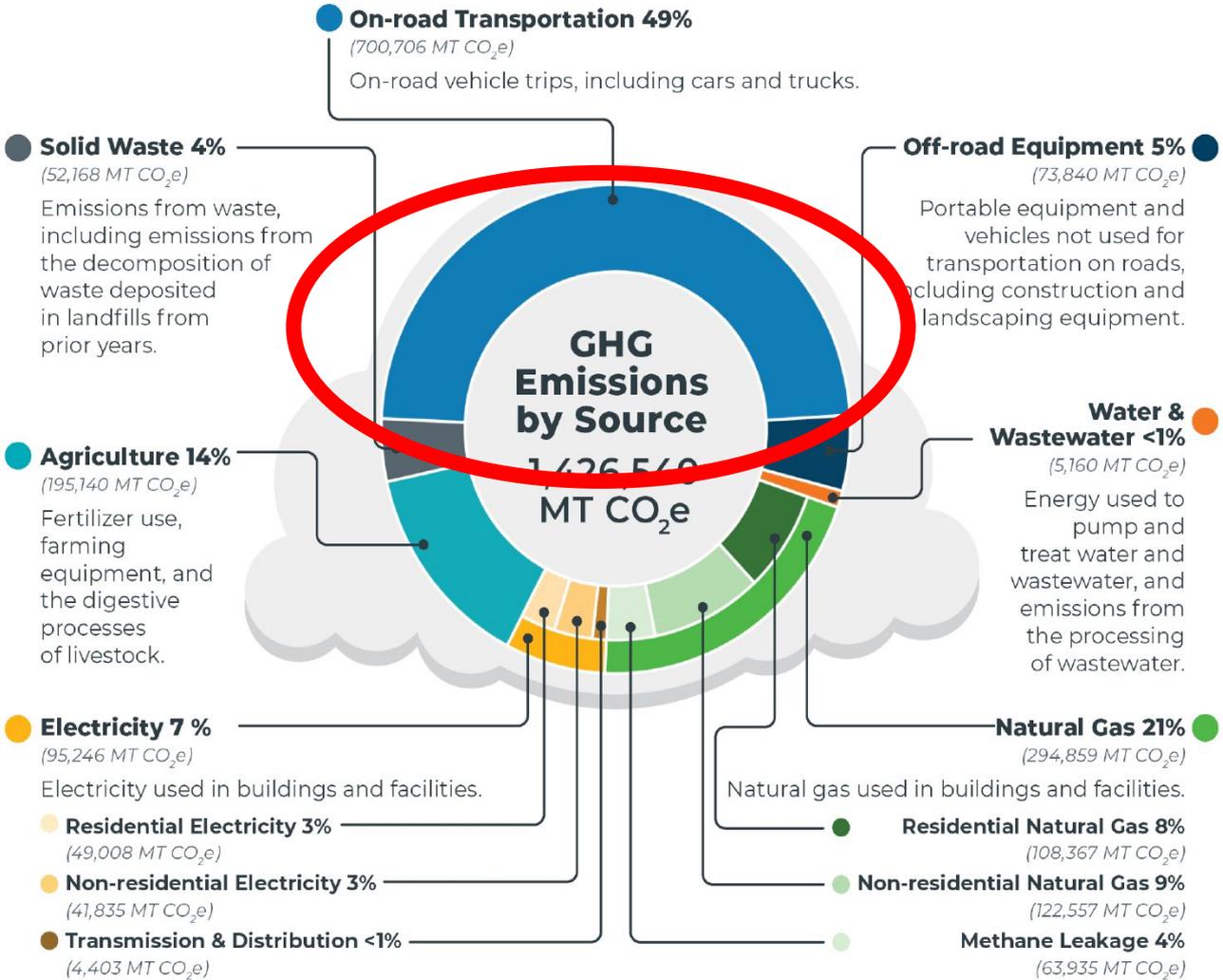
<b>Year</b>	<b>Action</b>	<b>Details</b>
2019	Board adopts EV Fleet Policy	Sedans only
2023	Draft Climate Action Plan Released	Transport / Housing Goals
2023	Board adopts expanded EV Fleet Policy	Light duty pick-up, trucks, vans SUVs
2023-2024	ZEV Mobility Action Plan	Future Clean Mobility Planning

# 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?



# Zero-Emission Vehicle and Mobility Plan

- **Goal:** Road map for the County to increase adoption of zero-emission 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

Locations	Number of New Stations
Santa Maria	111
Calle Real Campus	50
Santa Barbara	6
New Cuyama	5
Lompoc	10
<b>Total</b>	<b>182</b>

# 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 14<sup>th</sup>
  - Deadline: June 13<sup>th</sup>
- Santa Barbara County Collaboration
  - Central Coast Resilient DC Fast Charging Infrastructure Project
  - CCZEV Stakeholders: AMBAG, SLOCOG, SBCAG, SLOAPCD, SBAPCD etc.
  - Corridor Program



**SBCAG**

SANTA BARBARA COUNTY  
ASSOCIATION OF GOVERNMENTS



# 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 (60

### Role of SBCAG's Central Coast Zero-Emission Strategy

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

Location

US 101 at SR 154 (San Marcos Pass Road)

US 101 at Turnpike Road

US 101 at Santa Rosa Road

US 101 at Coast Village Road

US 101 at Santa Maria Way



# 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



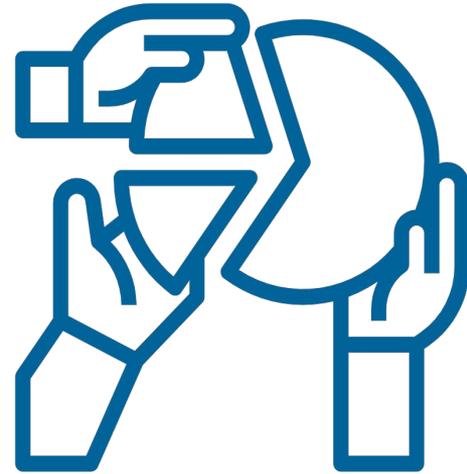
# Challenges/Successes

- **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?



*one*  
**COUNTY**  

---

*one*  
**FUTURE**

Thanks for Listening

Jerel Francisco – ZEV Specialist  
[jfrancisco@countyofsb.org](mailto:jfrancisco@countyofsb.org)



Community  
Environmental  
Council  
Bold Climate Action  
Acción Climática Audaz

OPENING & CLOSING PRESENTER

Cameron Gray

Director of Climate Mitigation

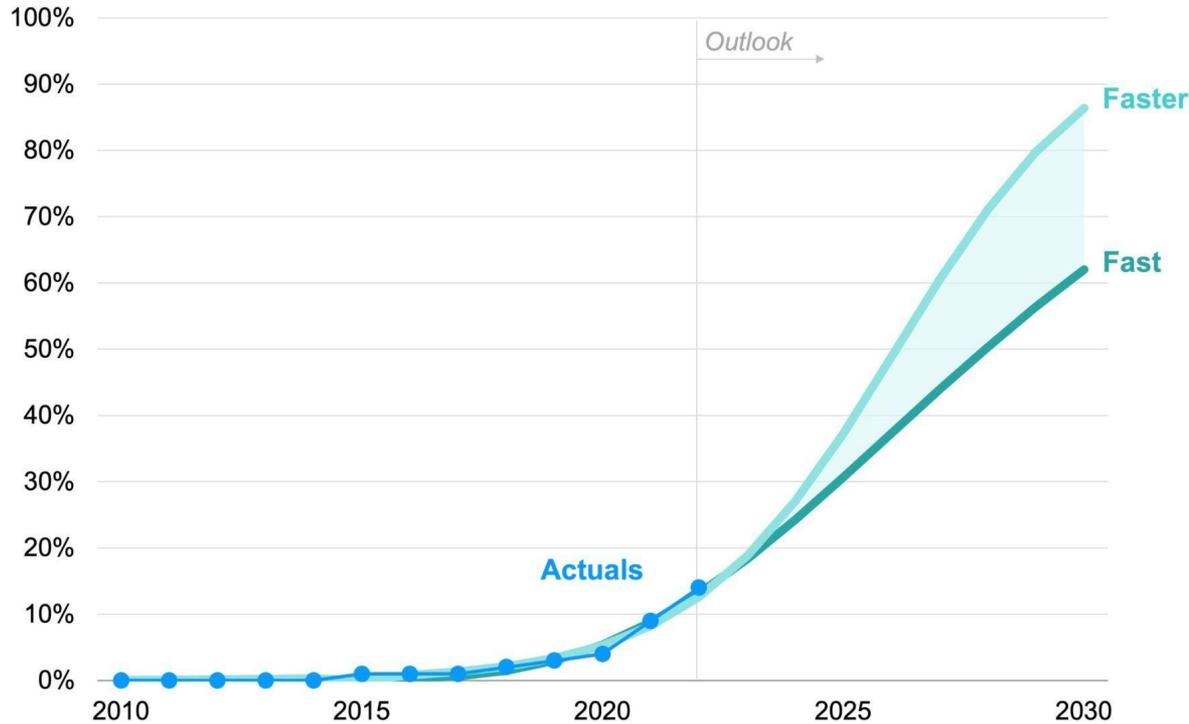
COMMUNITY ENVIRONMENTAL COUNCIL



Community  
Environmental  
Council  
Bold Climate Action  
Acción Climática Audaz

**End of the  
Internal  
Combustion  
Engine (ICE)  
age *but who  
will benefit  
and when?***

## Electric vehicles' share of global car sales



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



Community  
Environmental  
Council

**Bold Climate Action**  
**Acción Climática Audaz**



**Green Light Labs**



Ecology  
Action

Helping  
people  
act now.

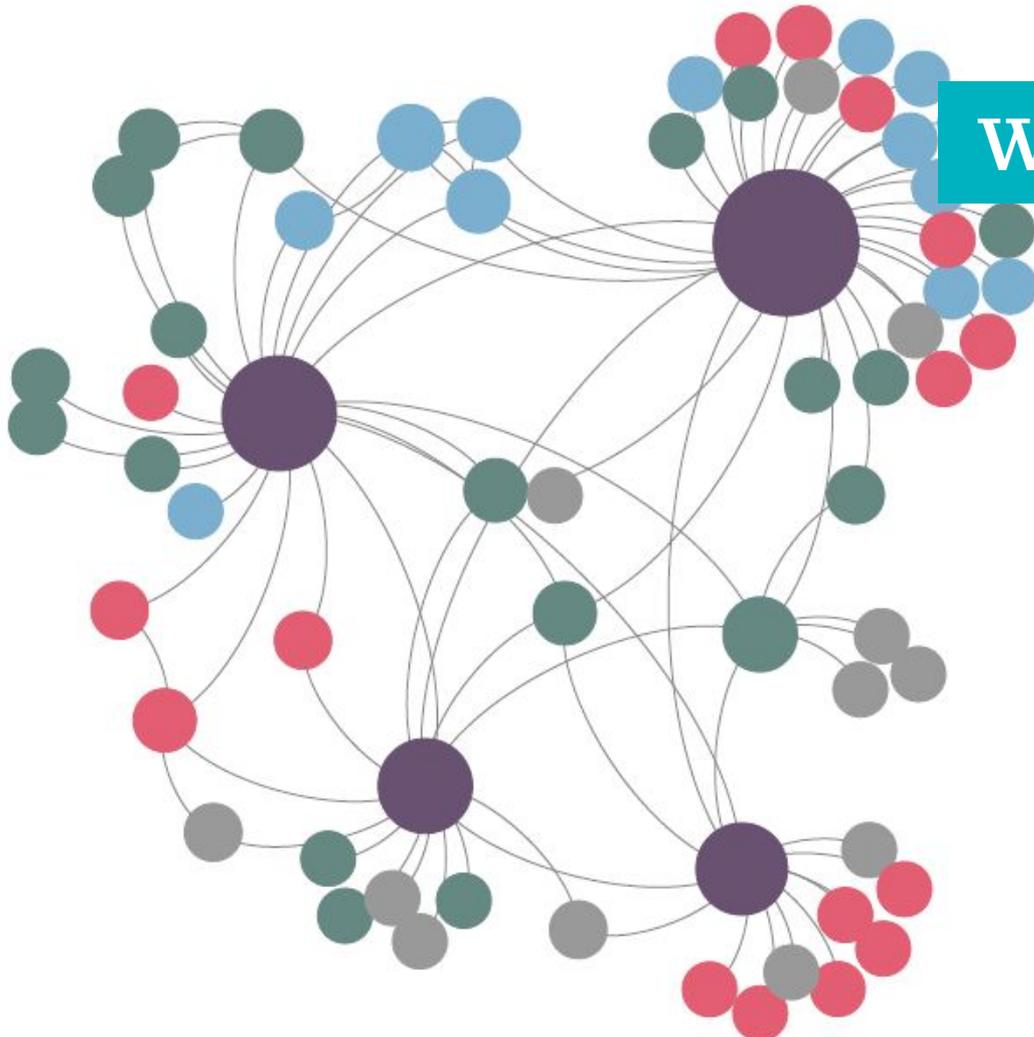
+ Up to 12 Community-Based Organizations



**BREATHE**  
**CALIFORNIA**  
*of the Bay Area*



**Central Coast Clean Cities Coalition**



# What We'll Do Together

Expand and connect our networks to coordinate and accelerate our transportation decarbonization activities.

Steering Committee



Affiliate Members



SLOCOG GHG Stakeholder Group



SBCRCC



VCREA Local Government Partners

# 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



Electric Vehicle  
**EVITP**<sup>™</sup>  
Infrastructure Training Program

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

Photo: Los Angeles Cleantech Incubator



Thank You



Q&A



COUNTY of  
SANTA BARBARA