Agenda Date: August 16, 2018
Agenda Placement: Regular
Estimated Time: 10 Minutes
Continued Item: No

Board Agenda Item

TO: Air Pollution Control District Board

FROM: Aeron Arlin Genet, Air Pollution Control Officer

CONTACT: Alex Economou, Air Quality Specialist (961-8894)

SUBJECT: Electric Vehicle Charging Station Infrastructure Program

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RECOMMENDATION:

Establish the Fiscal Year 2018-19 Electric Vehicle Charging Station Infrastructure Program spending limit at an amount not to exceed $135,000 that includes:

a) Grants for public entity projects; and

b) Grants for private and nonprofit entity projects located at multi-unit dwellings with 20 or more units.

BACKGROUND:

Air pollutants emitted from mobile sources such as passenger vehicles, transit buses, trucks and school buses are generally outside of the District's regulatory scope. However, the District has actively pursued a variety of programs to reduce emissions from these sources. One such program is the District's Electric Vehicle Charging Station Infrastructure Program (EVCS Program), which has been implemented since 2011 with a goal of accelerating the adoption of zero emission vehicles by offering more and convenient vehicle fueling options. At the state level, Governor Brown signed Executive Order B-48-18 in January 2018, setting a target of at least 5 million zero emission vehicles on California roads by 2030 and installation of 250,000 electric vehicle charging stations by 2025. Currently there are over 400,000 electric vehicles on the road and approximately 4,500 public charging stations in California[1]. In Santa Barbara

[1] Electric vehicles: www.veloz.org/. Charging stations: U.S. Department of Energy Alternative Fuels Data Center, www.afdc.energy.gov/stations/#/find/nearest.

County there are currently approximately 2,200 electric vehicles on the road, and close to 100 public charging stations.

The District has been involved in several collaborative planning efforts to promote electric vehicle adoption in the tri-counties area. One such effort that the District is a part of is Plug-in Central Coast (PCC), which was initiated in 2011 as the regional plug-in electric vehicle council for Santa Barbara, San Luis Obispo and Ventura Counties. In 2014, the PCC steering committee obtained grants from the U.S. Department of Energy and the California Energy Commission to prepare a Plug-in Electric Vehicle Readiness Plan for the Central Coast in order to guide the development of electric vehicle charging infrastructure for the tri-counties area. Building off of that readiness plan, PCC is currently collaborating on another California Energy Commission grant entitled Central Coast Go-Zero: Zero Emission Vehicle Readiness Implementation in the Tri-Counties. These planning efforts have coincided well with the EVCS Program over the years, helping to guide the District's outreach efforts and identify locations with the greatest need for EVCS infrastructure.

DISCUSSION:

On December 19, 2011, your Board established the EVCS Program with an initial budget of $100,000 to be expended on projects with public entities. On December 17, 2015 your Board adopted Resolution No. 15-26 to delegate authority to the Control Officer to enter into grant agreements to provide funding to public entities, tax-exempt nonprofit organizations, and private entities for the EVCS program. At that time, an additional $200,000 was authorized by the Board for the EVCS program, with not more than $50,000 to be expended on private entities, not more than $100,000 to be expended on private and nonprofit entities combined, and up to $200,000 to be expended on public entities. For private entities, the maximum funding amount was set at $7,500 and $15,000 towards the purchase and/or installation of a Level 2 or Level 3 charging station, respectively. For nonprofit and public entities, the maximum funding amount was set at $10,000 and $20,000 towards the purchase and/or installation of a Level 2 or Level 3 charging station, respectively. The District also established station siting requirements, including location and 24/7 accessibility. Resolution 15-26 includes the grant program requirements and is included as Attachment A, for reference.

Since its inception in 2011, the EVCS program has provided funding to 25 electric vehicle charging stations throughout Santa Barbara County. A summary of the EVCS program grants issued to date is included in the table below. This table demonstrates that the $100,000 limit for private and nonprofit entity projects was expended.

EV Charging Station Program Summary			
Grantee	**Type**	**Equipment**	**Amount**
City of Santa Barbara (SB Harbor)	Public	Level 2 (2 stations, 2 ports)	$ 7,949
UCSB (Lot #18 / Lot #22)	Public	Level 2 (4 stations, 8 ports)	$ 16,344
Peabody Charter School	Public	Level 2 (1 station, 2 ports)	$ 19,295
City of Goleta	Public	Level 3 (1 station, 2 ports)	$ 17,283
UCSB (Lot #10)	Public	Level 2 (4 stations, 8 ports)	$ 34,364
City of Guadalupe	Public	Level 2 (1 station, 2 ports)	$ 6,292
US Green Vehicle Council: Buellton Sideways Inn	Nonprofit	Level 2 (1 station, 2 ports) Level 3 (1 station, 1 port)	$ 30,000
US Green Vehicle Council: Lompoc Embassy Suites	Nonprofit	Level 2 (1 station, 2 ports) Level 3 (1 station, 1 port)	$ 30,000
US Green Vehicle Council: Santa Maria Travelodge	Nonprofit	Level 2 (1 station, 2 ports) Level 3 (1 station, 1 port)	$ 30,000
BMW of Santa Maria	Private	Level 3 (2 stations, 2 ports)	$ 10,000
Goleta Water District	Public	Level 2 (1 station, 2 ports)	$ 10,000
Santa Barbara MTD	Public	Level 2 (1 station, 2 ports)	$ 4,000
SBCC (Lot 5-4)	Public	Level 2 (2 stations, 4 ports)	$ 20,000
Balance			**$ 235,527**

Over the past few years, staff has received significant interest in grant funding from private and tax-exempt nonprofit owners of multi-unit dwellings. According to the U.S. Department of Energy, drivers of electric vehicles do more than 80% of their charging at home (www.energy.gov/eere/electricvehicles/charging-home). Increasing the availability of electric vehicle charging stations at multi-unit dwellings provides Santa Barbara County residents with more transportation fueling options and allows for additional reductions of mobile source emissions. This provides a direct community health benefit, and also helps achieve the District's clean air goals.

The Board-approved budget for Fiscal Year 2018-19 includes a total of $135,000 earmarked for the expansion of electric vehicle infrastructure throughout the region. Today, staff proposes that the prior EVCS Program spending limit be replaced with a new limit that is equal to the $135,000 budgeted amount. Staff proposes that this funding be allocated to public entity projects, and also to private and tax-exempt nonprofit entity projects as long as those projects are located at multi-unit dwellings with at least 20 units. All program requirements, including individual grant amount limits and the requirement for charging stations to be publicly accessible on a 24/7 basis, will continue to apply.

FISCAL IMPACT:

The fiscal impact to expand the EVCS program is an amount not to exceed $135,000, and was included in the Fiscal Year 2018-19 budget approved by your Board at the June 21, 2018 meeting. This program utilizes local mitigation funds.

ATTACHMENT:

- EVCS Infrastructure Program Board Resolution No. 15-26

RESOLUTION OF THE BOARD OF DIRECTORS OF

THE SANTA BARBARA COUNTY

AIR POLLUTION CONTROL DISTRICT

IN THE MATTER OF ELECTRIC VEHICLE CHARGING STATION INFRASTRUCTURE PROGRAM MODIFICATIONS	APCD RESOLUTION NO. 15-26

RECITALS

WHEREAS, the Board recognizes that an Electric Vehicle Charging Station Infrastructure Program will provide an incentive to expand the use of electric vehicles and thus reduce emissions of air pollution; and

WHEREAS, the Board is to retain authority over the Electric Vehicle Charging Station Infrastructure Program parameters and spending authority; and

WHEREAS, the Board in Resolution 09-14 has delegated authority to the Air Pollution Control Officer to enter into and approve certain grant agreements for emissions reduction projects within specified parameters; and

WHEREAS, the Board waives the requirement to meet a cost-effectiveness criteria for projects funded pursuant to the Electric Vehicle Charging Station Infrastructure Program; and

WHEREAS, the Board in Resolution 11-05, dated May 19, 2011, delegated authority to the Control Officer to enter into grant agreements with public entities for electric vehicle charging station grants provided the individual grant did not exceed one hundred thousand dollars ($100,000) and no more than $10,000 was granted for any one electric vehicle charging station; and

WHEREAS, the Board intends to repeal and replace Resolution 11-05 with the adoption of this Resolution.

WHEREAS, the Board will provide up to a maximum of ten thousand dollars ($10,000) towards the purchase and/or installation of a Level-2 charging station and a maximum of twenty thousand dollars ($20,000) towards the purchase and/or installation of a Level-3 charging station for public entities or tax-exempt nonprofit organizations (United States Internal Revenue Code 26 U.S.C. § 501(c)).

WHEREAS, the Board will provide up to a maximum of seven thousand five hundred dollars ($7,500) towards the purchase and/or installation of a Level-2 charging station and a maximum of fifteen thousand dollars ($15,000) towards the purchase and/or installation of a Level-3 charging station for private entities.

NOW, THEREFORE, IT IS HEREBY RESOLVED, as follows:

1. The Board hereby delegates authority to the Air Pollution Control Officer to implement the Electric Vehicle Charging Station Infrastructure Program administered by the District's Innovative Technology Group, and authorizes the Air Pollution Control Officer to execute individual grant agreements with public, nonprofit and private entities that meet the specified parameters for authorized Innovative Technology Group Programs.

2. The Electric Vehicle Charging Station Infrastructure Program parameters for each individual grant approved by the Air Pollution Control Officer shall be as follows:

    a. The Board shall have authorized the overall grant program.

    b. The Board shall have authorized the overall spending authority for the grant program. The total dollar amount of all grants approved by the Air Pollution Control Officer shall be within the budget authorized by the Board.

    c. Electric Vehicle Charging Station Grant agreements are not subject to a cost-effectiveness criterion.

d. The Control Officer shall solely utilize the Board approved individual grant agreements for the Electric Vehicle Charging Station Infrastructure Program. Prior to approval by the Control Officer, such agreements shall be reviewed and approved as to form by County Counsel, Risk Management, and the Auditor-Controller.

e. No individual grant (for multiple stations) shall exceed one hundred thousand dollars ($100,000).

f. Public entities or 26 U.S.C. Section 501(c) tax-exempt nonprofit organizations may receive grant funds not to exceed ten thousand dollars ($10,000) for the purchase and/or installation of a Level-2 charging station.

g. Public entities or 26 U.S.C. Section 501(c) tax-exempt nonprofit organizations may receive grant funds not to exceed twenty thousand dollars ($20,000) for the purchase and/or installation of a Level-3 charging station.

h. Private entities may receive grant funds not to exceed seven thousand five hundred dollars ($7,500) for the purchase and/or installation of a Level-2 charging station.

i. Private entities may receive grant funds not to exceed fifteen thousand dollars ($15,000) for the purchase and/or installation of a Level-3 charging station.

3. The Grantee shall demonstrate that the proposed project meets the siting and other requirements listed in Attachment 1 of this Resolution.

4. The Grantee shall publicize or allow the publication of the Electric Vehicle Charging Station location on at least one web site that is mutually agreed upon by the Grantee and the District.

5. The Air Pollution Control Officer shall provide a report to the Board at each regularly scheduled hearing of all grants under the Electric Vehicle Charging Station Infrastructure Program approved by the Air Pollution Control Officer since the prior hearing. The reports shall include the number of grants executed, names of grantees, project types, project locations, and grant amounts.

6. The Board hereby approves the Electric Vehicle Charging Station Infrastructure Program Standard Grant Agreement for public entities as set forth in Attachment 2 of this Resolution.

7. The Board hereby approves the Electric Vehicle Charging Station Infrastructure Program Standard Grant Agreement for nonprofit organizations and private entities as set forth in Attachment 3 of this Resolution.

8. With the adoption of this Resolution, Resolution 11-05 is hereby repealed and replaced.

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PASSED, APPROVED AND ADOPTED by the Air Pollution Control District Board of the Santa Barbara County, State of California, this 17 day of December, 2015, by the following vote:

Ayes: Carbajal, Wolf, Farr, Lavagnino, Sierra, Clark, Mosby, White, Richardson.

Noes: Adam.

Abstain: None.

Absent: Bennett, Lizalde, Patino.

SANTA BARBARA COUNTY
AIR POLLUTION CONTROL DISTRICT

By _____
Chair

ATTEST:

LOUIS D. VAN MULLEM, JR.
Clerk of the Board

By _____
Deputy

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
Santa Barbara County Counsel

By _____
Deputy

APPROVED AS TO FORM:

RAY AROMATORIO, ARM, AIC
Risk Manager

By _____
Risk Manager

APPROVED AS TO FORM:

ROBERT W. GEIS, CPA, CPFO
Auditor-Controller

By _____
Deputy

ELECTRIC VEHICLE CHARGING STATION SITING REQUIREMENTS

To be eligible for a grant for the District Electric Vehicle (EV) Charging Station Program, an applicant must meet the following requirements:

1) **Location**: For private entities and nonprofit entities, the location of the proposed EV charging station must meet at least one of the following:
   - Any location within one-quarter mile of a roadway or intersection with a traffic count of 10,000 average daily trips or greater;
   - Employment centers with at least 50 employees;
   - Shopping centers;
   - Airports;
   - Multi-unit dwellings with at least 20 units;
   - Hotels with at least 20 rooms;
   - Universities or schools;
   - Medical facilities at least 10,000 square feet in size, or hospitals.

2) **Financial Commitment**: The applicant shall commit to maintaining and operating the charging station according to the manufacturer's recommendations for the entire grant term.

3) **Visibility and Accessibility**: The EV charging station must be easy to find from a major public roadway and be clearly identifiable, and accessible to the public 24 hours per pay, 7 days per week, unless there are unforeseen closures due to safety or security concerns or necessary maintenance.

4) **Power Supply**: The charging station shall be equipped with 240 volt power for Level 2 charging, or 480 volt power for Level 3 DC fast charging.

5) **ADA Access**: The charging station must comply with applicable local, state, and federal access requirements, including the Americans with Disabilities Act.

6) **Security**: The charging station must be visible to the public from a public roadway and must comply with local codes for lighting requirements.

7) **Signage**: The charging station must be equipped with signage identifying the space as an "Electric Vehicle Charging Station". If time limits or vehicle removal provisions are to be enforced, signage must be provided and must include parking restrictions. Signs must comply with applicable Federal Highway Administration's Manual on Uniform Traffic Control Devices (June 17, 2013 memo, *Regulatory Signs for Electric Vehicle Charging and Parking Facilities,* attached) and with the California Vehicle Code (Sections 22511 and 22511.1).

8) **Equipment Protection**: Charging station equipment shall be designed to protect the EV Station from physical damage. Measures may include curbs, wheel stops, setbacks, bumper guards, and bollards.

9) **Permits**. The applicant shall demonstrate to the District that the applicant can obtain all necessary land use permits and other entitlements from public regulatory agencies necessary to install and operate the EV Station.

ATTACHMENT:

Federal Highway Administration's Manual on Uniform Traffic Control Devices (June 17, 2013 memo, *Regulatory Signs for Electric Vehicle Charging and Parking Facilities*)

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Regulatory Signs for Electric Vehicle Charging and Parking Facilities

Date: JUN 17 2013

From: Jeffrey A. Lindley
Associate Administrator for Operations

In Reply Refer To:
HOTO-1

To: Division Administrators
Directors of Field Services
Director of Technical Services
Resource Center Director

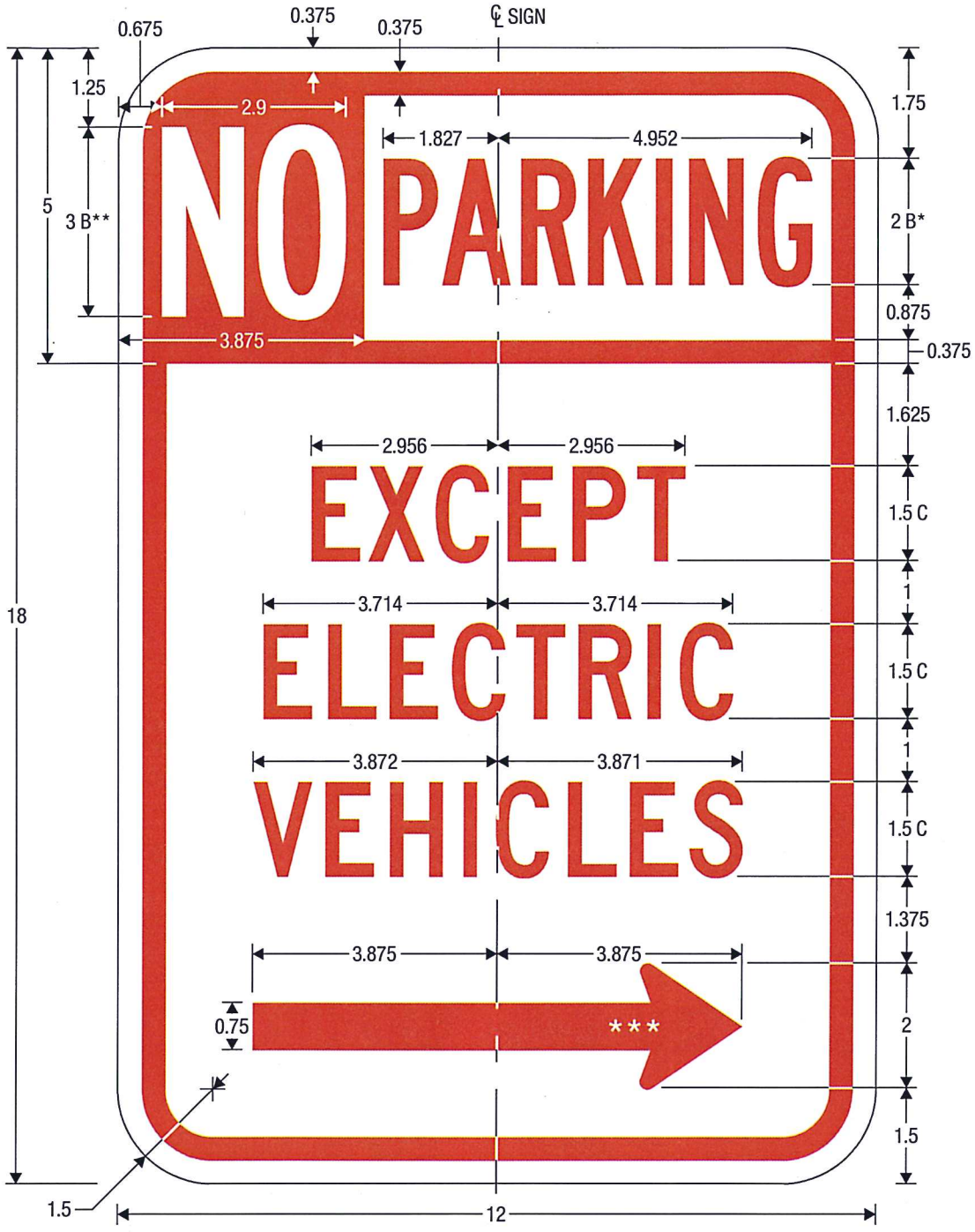
A number of agencies are installing electric vehicle charging facilities at on-street parking locations as electric vehicles become more prevalent in the vehicle fleet. Due to variations in local regulations, and the lack of standard signing for such a condition in the current *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), there are extreme variations in the legends and formats of the official traffic signs being installed.

While signs with word legends not currently in the MUTCD are allowed to be developed by transportation agencies without the need for official experimentation under the MUTCD provisions, this Policy is intended to promote a level of uniformity among the regulatory signing for on-street electric vehicle charging and parking sites. The Federal Highway Administration intends to include standard regulatory signing for this purpose in the next Notice of Proposed Amendment to the MUTCD. Until such time as a proposal is published, the signs and optional plaques detailed in the attached are recommended for use at on-street electric vehicle charging and parking sites. The optional plaques address variations in local regulations where posting of those regulations is required.

To date, no symbol has been developed that can effectively convey regulations associated with electric vehicle charging or parking facilities, including the Electric Vehicle Charging symbols specified for use on a General Service directional sign found in the MUTCD and the Interim Approval dated April 1, 2012. Symbols that have not been adopted in the MUTCD for use in a specific application cannot be used in untested applications without approved official experimentation that includes the requisite human factors evaluation for comprehension and legibility. Accordingly, regulatory signs for electric vehicles and vehicle charging facilities display only word legends to convey the specific requirements or restrictions.

Please share this information with State and local transportation agencies. For more information or questions regarding this matter, please contact Mr. Kevin Sylvester, Office of Transportation Operations, at Kevin.Sylvester@dot.gov.

Attachments



R7-111

NO PARKING EXCEPT ELECTRIC VEHICLES

UPPER LEFT SECTION
COLORS: LEGEND, BORDER — WHITE (RETROREFLECTIVE)
BACKGROUND — RED (RETROREFLECTIVE)

UPPER RIGHT SECTION
COLORS: LEGEND, BORDER — RED (RETROREFLECTIVE)
BACKGROUND — WHITE (RETROREFLECTIVE)

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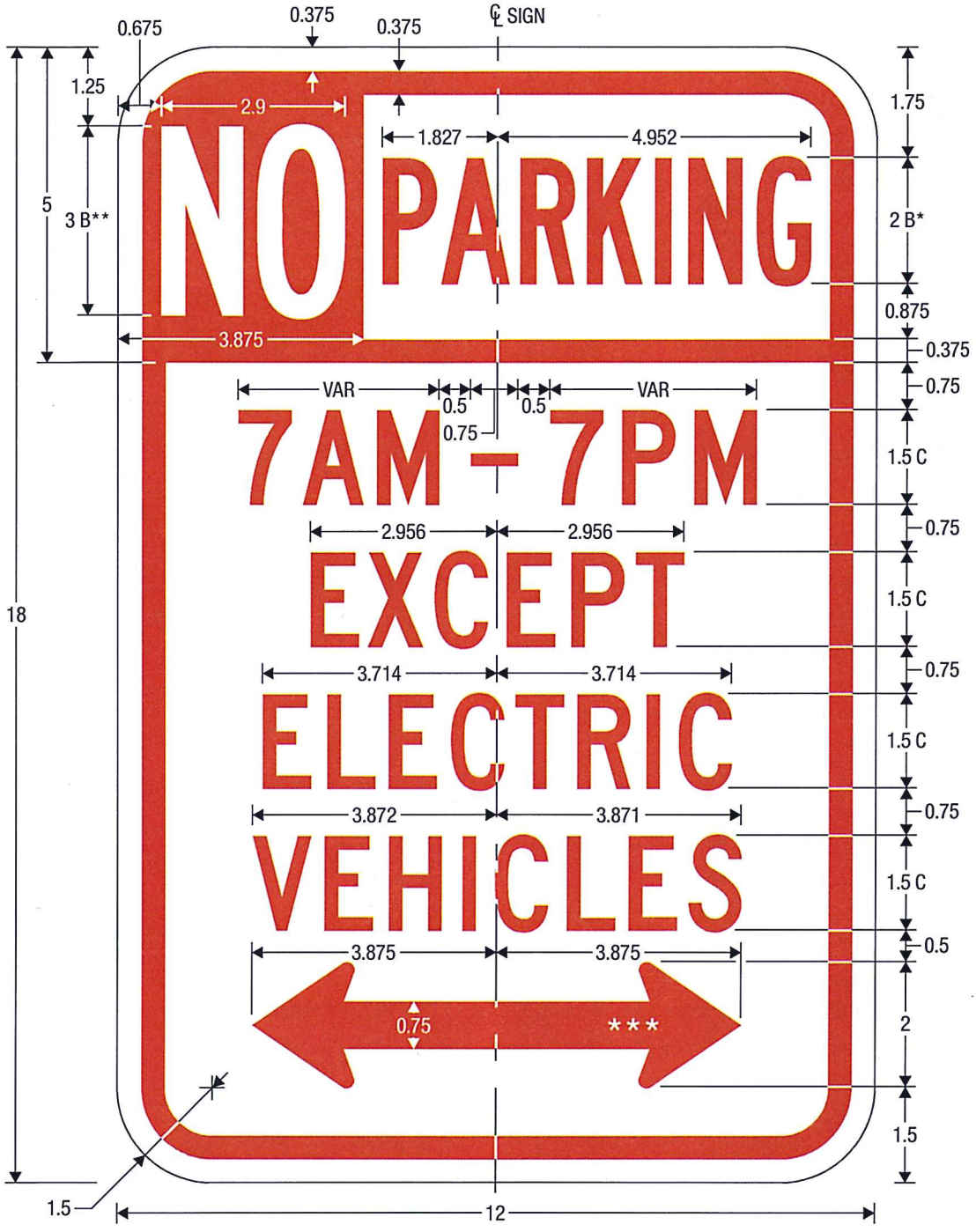
BACKGROUND — WHITE (RETROREFLECTIVE)



R7-111a

NO PARKING EXCEPT ELECTRIC VEHICLES (PART-TIME)

UPPER LEFT SECTION
COLORS: LEGEND, BORDER – WHITE (RETROREFLECTIVE)
BACKGROUND – RED (RETROREFLECTIVE)

UPPER RIGHT SECTION
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BACKGROUND – WHITE (RETROREFLECTIVE)

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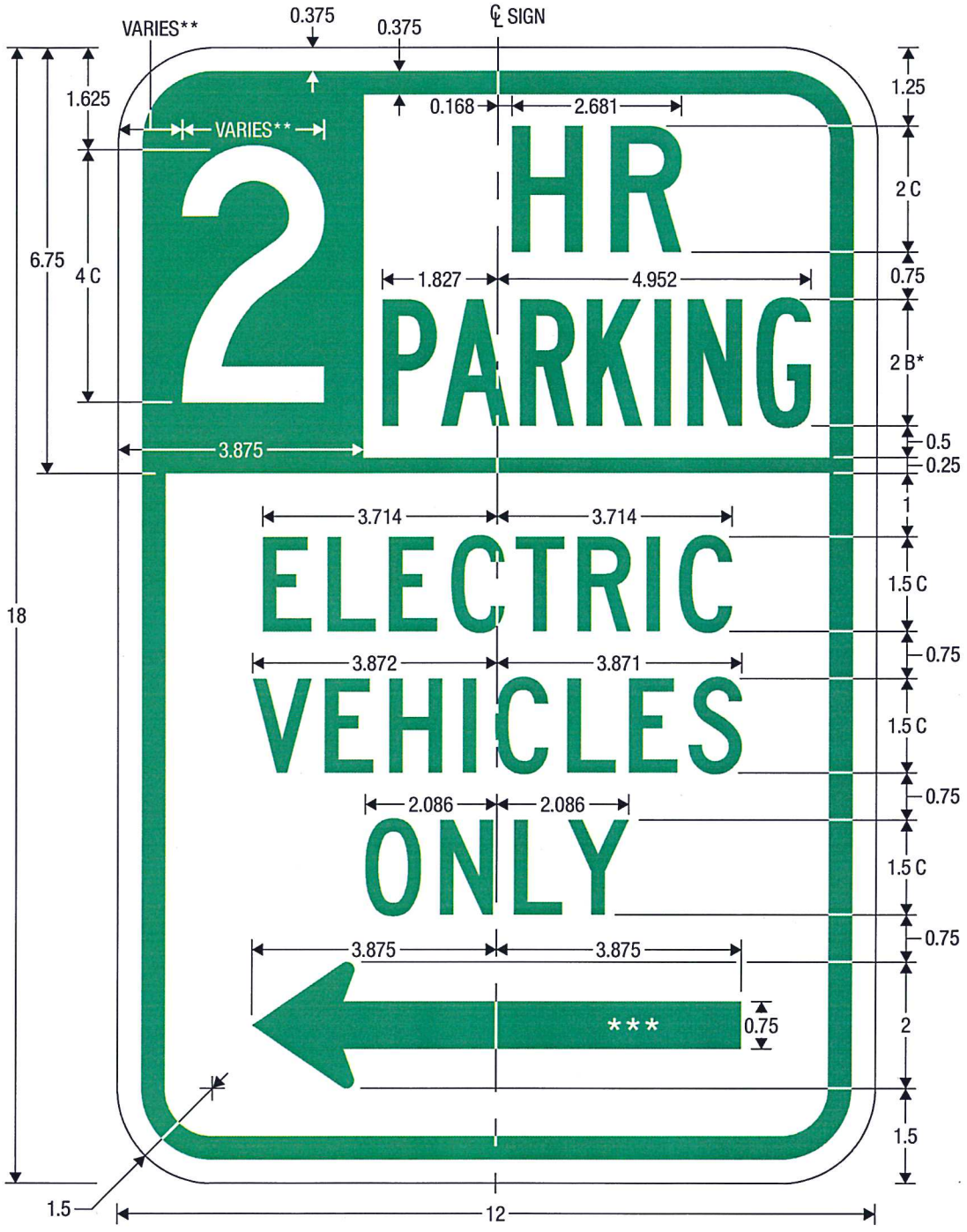

R7-112

ELECTRIC VEHICLE PARKING (TIME LIMIT)

UPPER LEFT SECTION
COLORS: LEGEND, BORDER — WHITE (RETROREFLECTIVE)
BACKGROUND — GREEN (RETROREFLECTIVE)

UPPER RIGHT SECTION
COLORS: LEGEND, BORDER — GREEN (RETROREFLECTIVE)
BACKGROUND — WHITE (RETROREFLECTIVE)

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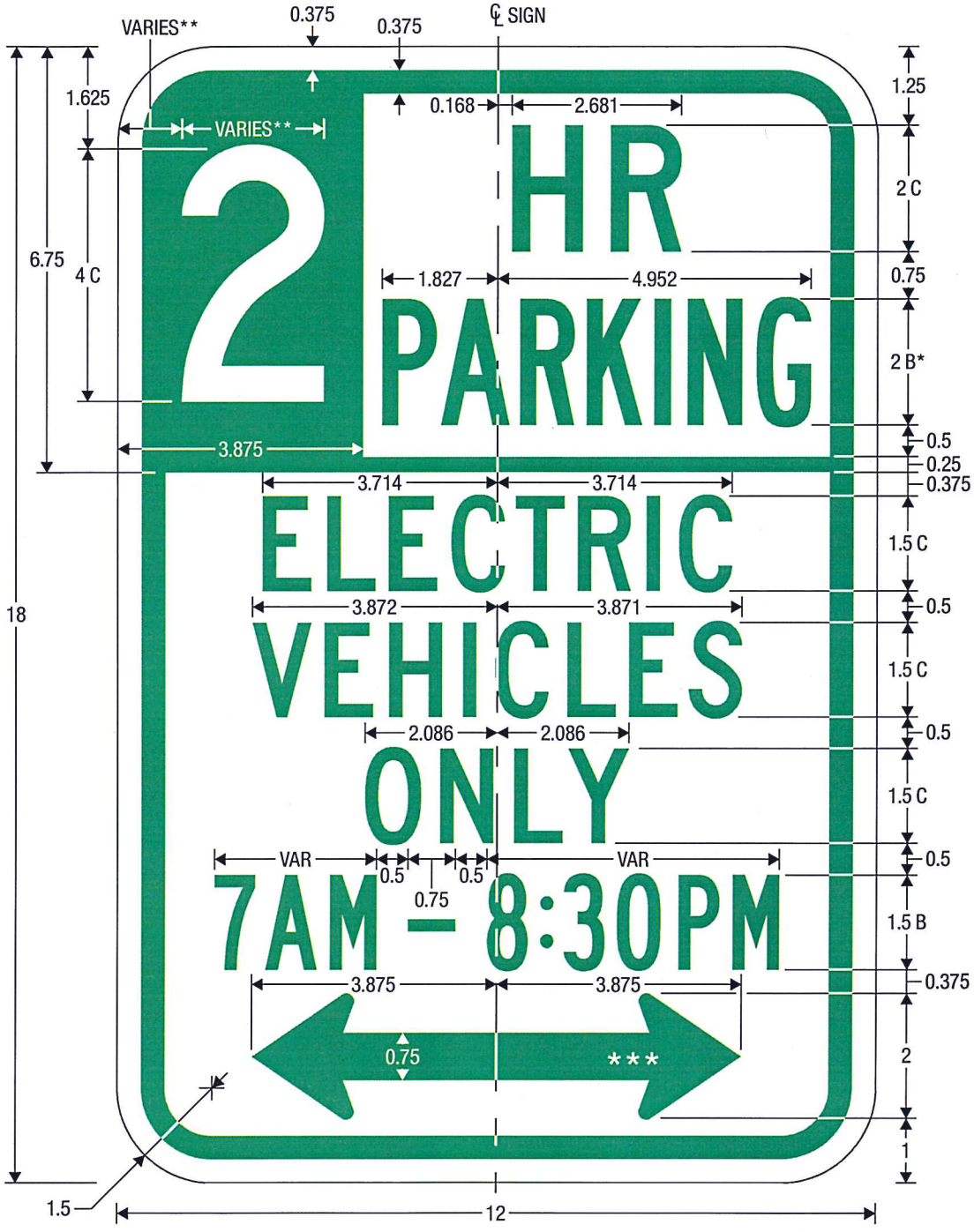

R7-112a

ELECTRIC VEHICLE PARKING (TIME LIMIT, PART-TIME)

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BACKGROUND — GREEN (RETROREFLECTIVE)

UPPER RIGHT SECTION
COLORS: LEGEND, BORDER — GREEN (RETROREFLECTIVE)
BACKGROUND — WHITE (RETROREFLECTIVE)

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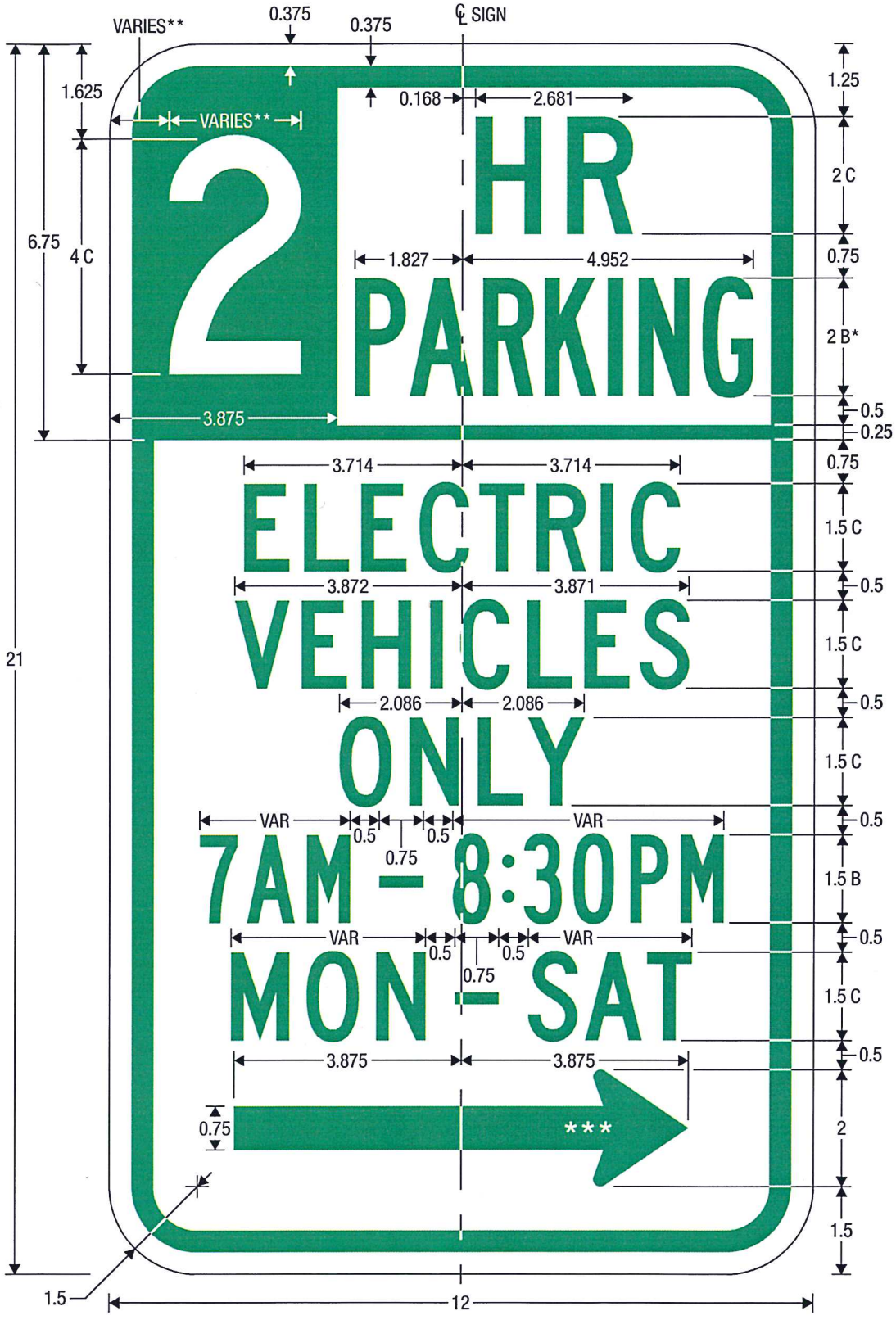

R7-112b

ELECTRIC VEHICLE PARKING (TIME LIMIT, PART-TIME)

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BACKGROUND — GREEN (RETROREFLECTIVE)

UPPER RIGHT SECTION
COLORS: LEGEND, BORDER — GREEN (RETROREFLECTIVE)
BACKGROUND — WHITE (RETROREFLECTIVE)

LOWER SECTION
COLORS: LEGEND, BORDER — GREEN (RETROREFLECTIVE)
BACKGROUND — WHITE (RETROREFLECTIVE)

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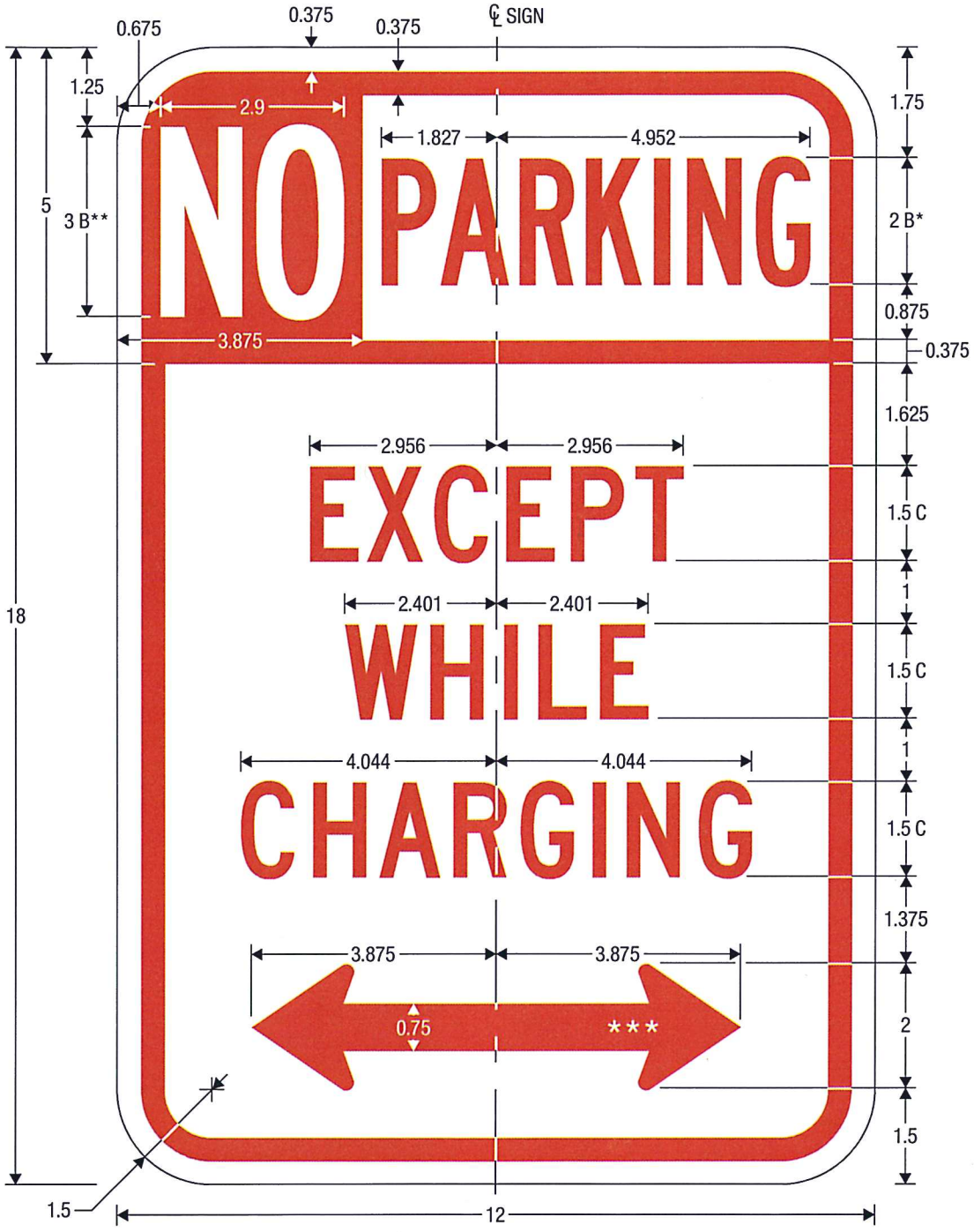

R7-113

NO PARKING EXCEPT WHILE CHARGING

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BACKGROUND — RED (RETROREFLECTIVE)

UPPER RIGHT SECTION
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BACKGROUND — WHITE (RETROREFLECTIVE)

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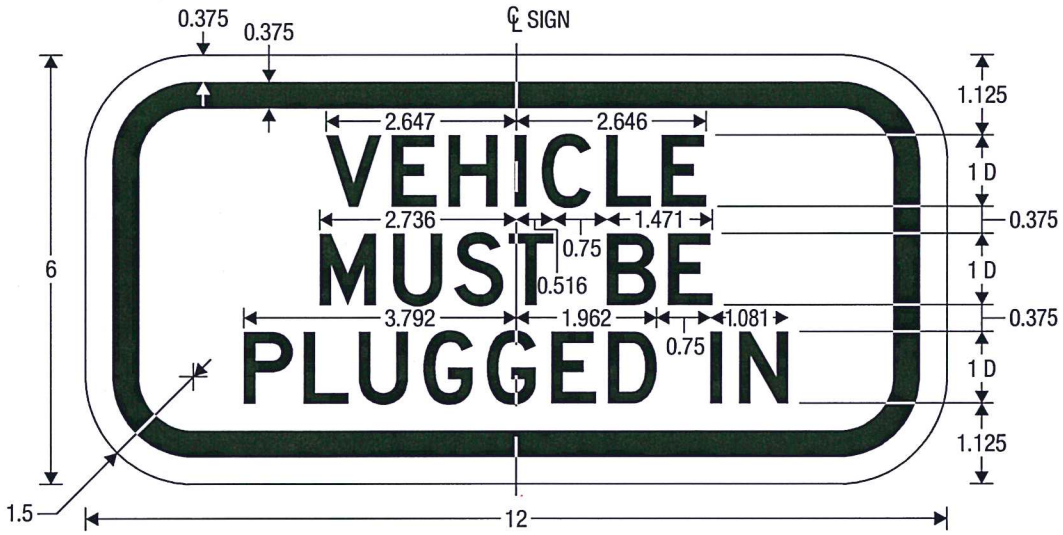
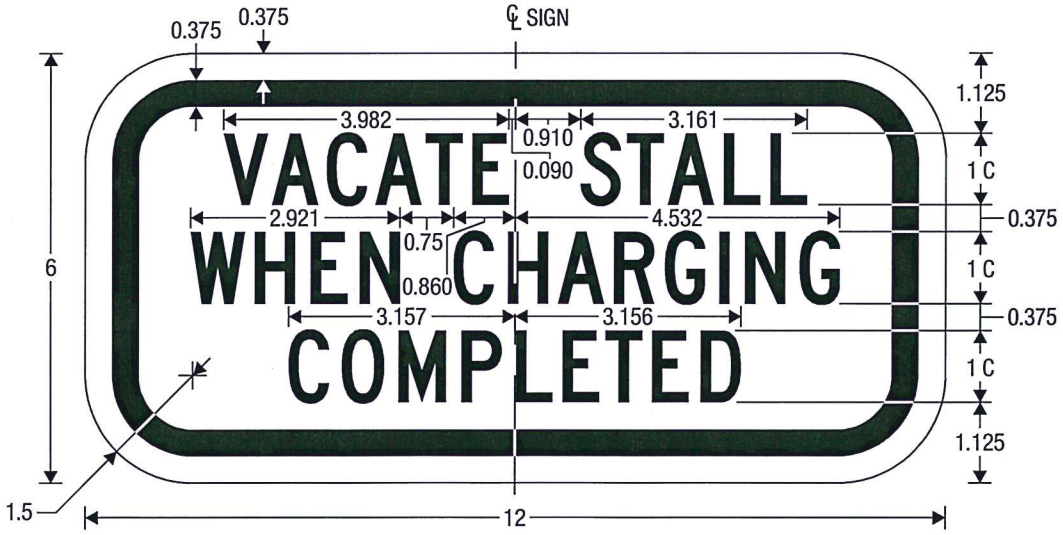


R7-113aP

VEHICLE MUST BE PLUGGED IN (Plaque)



R7-113bP

VACATE STALL WHEN CHARGING COMPLETED (Plaque)

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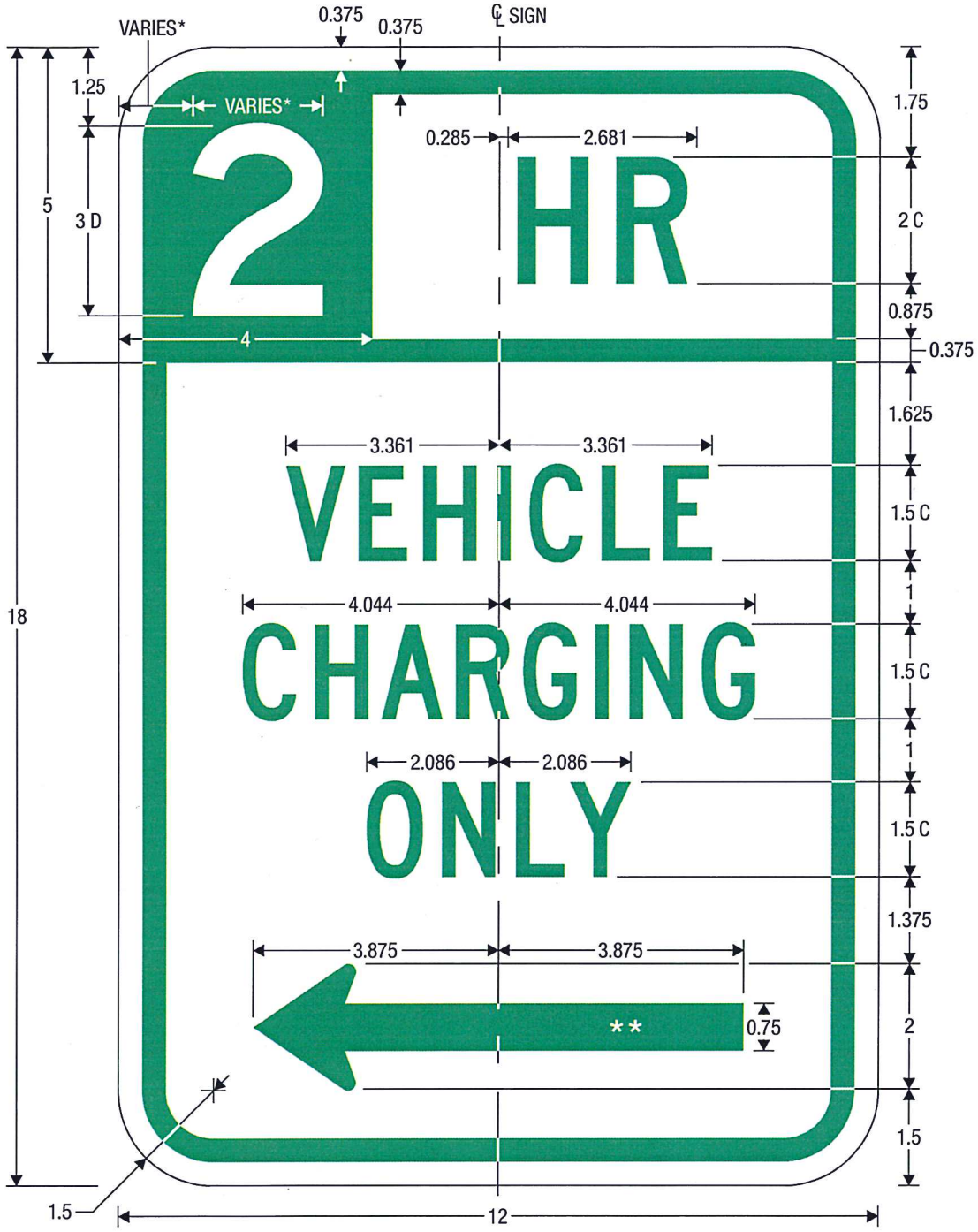

R7-114

VEHICLE CHARGING ONLY (TIME LIMIT)

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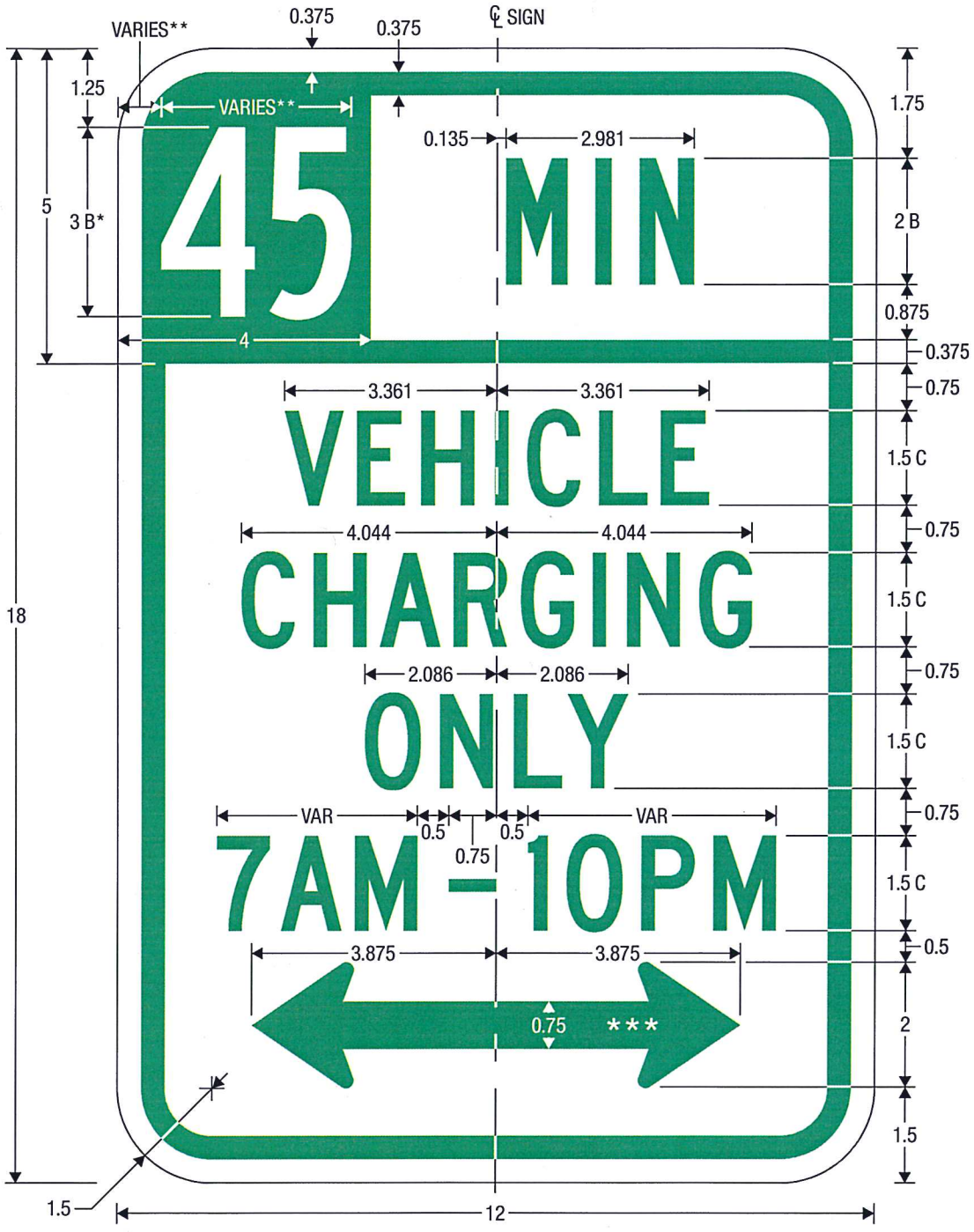

R7-114a

VEHICLE CHARGING ONLY (TIME LIMIT, PART-TIME)

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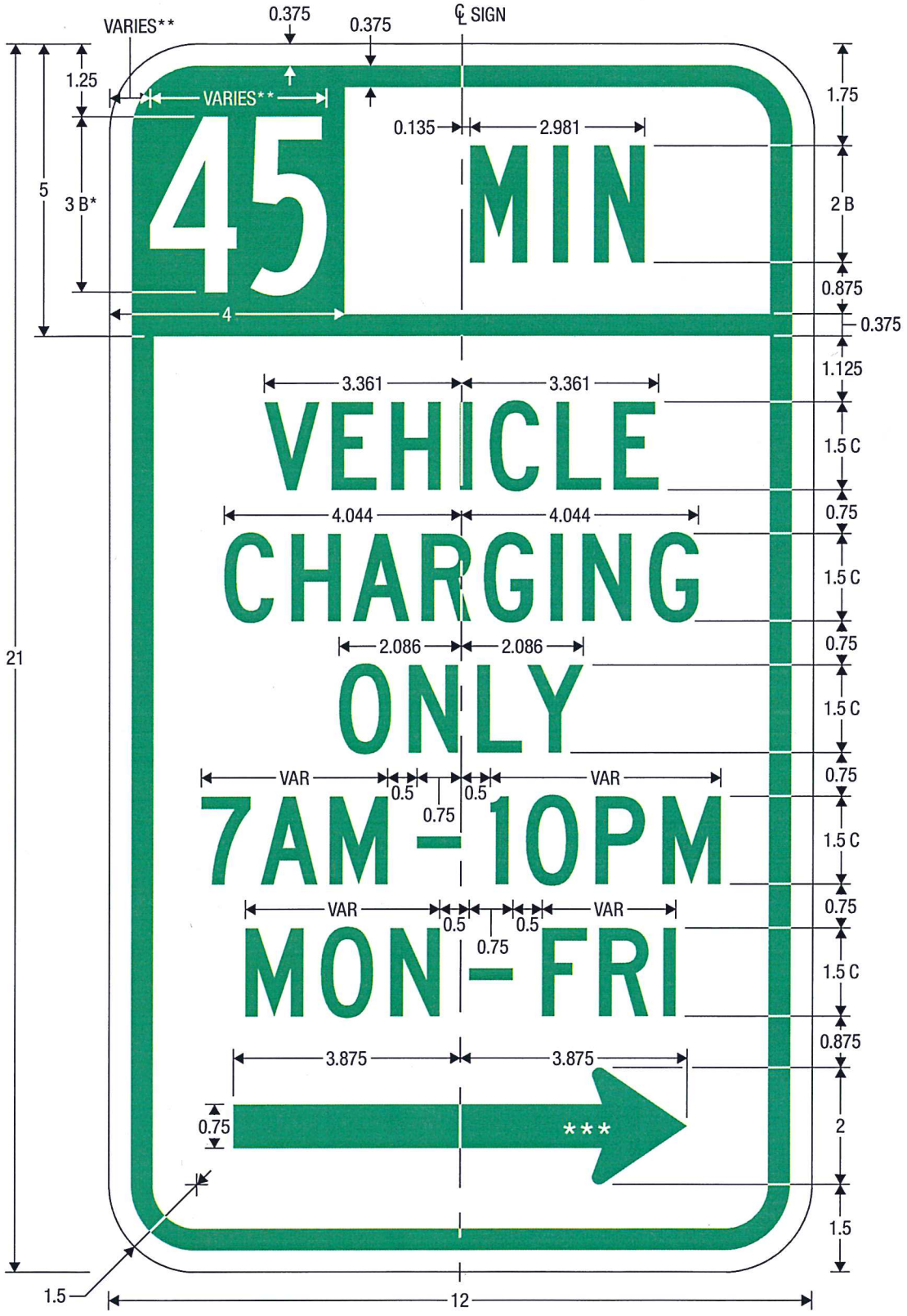

R7-114b

VEHICLE CHARGING ONLY (TIME LIMIT, PART-TIME)

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