



126 Corridor EV Charger Incentive Program Guidelines

1. Background

The State of California aims to completely switch to zero emission for nearly all on- and off-road vehicles and equipment. The Advanced Clean Cars II regulation (August 2022) establishes a year-by-year zero emission vehicle in-state sales target that reaches 100% by 2035 for new passenger cars and light-duty trucks. Executive Order N-79-20 also specifies a goal of 100% zero emission on-road medium- and heavy duty vehicles and equipment by 2045 where feasible. Zero emission vehicles (ZEVs) are vehicles that produce no tailpipe emissions. This includes battery electric vehicles (EVs). EVs have an electric motor that uses energy stored in batteries and requires a charging station. EVs do not combust fossil fuels, and thus are considered “zero emission vehicles.”

Since 1991, the AB 2766 Subvention Fund Program has provided a funding source to cities and counties to develop clean transportation programs and reduce vehicle emissions. The Motor Vehicle Registration fee surcharge of six dollars per vehicle is collected by the Department of Motor Vehicles and subvented to the Ventura County Air Pollution Control District (VCAPCD) for disbursement. Funds are disbursed to local jurisdictions quarterly, and they may use the funds for eligible projects that meet the requirements of federal and California Clean Air Acts and align with the California Air Resources Board’s (CARB) guidance on cost-effectiveness. VCAPCD has set aside a portion of these funds for this program.

This program aims to provide funding for EV infrastructure (EVI) along State Route 126 (SR-126) to help meet California regulations for zero-emissions vehicles and improve air quality within Ventura County. SR-126 enters Ventura County from Los Angeles County east of Piru, terminating at US 101 in the City of Ventura. SR-126 was adopted as a freeway by the California Highway Commission in 1958, which was later rescinded in 1974. Nevertheless SR-126 is still included in the Freeway and Expressway system. It is also eligible for inclusion into the State of California’s Scenic Highway system from SR-150 to its interchange with I-5 in Los Angeles County and has a truck designation of Surface Transportation Assistance Act (STAA)/Terminal Access Route.

This program specifically targets SR-126 as it is designated as a “Major Roadway” per the Ventura County General Plan. Most recent Caltrans data for 2022 shows an annual average daily volume of up to 106,000 passenger cars and 67,000 heavy-duty trucks traveling along SR-126. These on-road vehicles contribute to harmful air pollution emissions such as ozone forming nitrous oxides (NO_x) and fine particulate matter (PM_{2.5}). Reducing air pollution along SR-126 would benefit the communities which are located along the corridor. According to the California Climate Investments Priority Populations Map, Santa Paula, Fillmore, and Piru are designated as Low-

Income Communities. Communities such as these often are disproportionately affected by harmful air pollutants.

On-road vehicles are a major source of air pollution within Ventura County, especially near major roadways. By increasing access to EVI along SR-126 it will encourage the adoption and use of ZEVs over fossil fueled vehicles. Thus, reducing harmful air pollutants among Low Income Communities within Ventura County. These guidelines provide project criteria for selecting and funding EVI projects that enable emission reductions in meeting State and local air quality goals.

2. Eligibility

Eligible projects under this program include building, constructing, or installing electric vehicle charging infrastructure that is accessible to the public or to employees at-cost. Software and ongoing operation costs for EV charging stations are eligible for the first three years after initial operation begins, excluding regular maintenance. Expenditures that cover the full cost of electricity for up to three years after initial operation are eligible program expenses.

Examples:

- Construct electric vehicle charging stations within close proximity to fleets or centrally located to popular public destinations.
- Expand, enhance or upgrade infrastructure to improve efficiency or safety.
- Purchase of specialized tools necessary to operate electric infrastructure.
- Electric station card readers.
- Ongoing software support, for a maximum of 3 years after initial operations begin.
- Fuel subsidy of electricity, for a maximum of 3 years after initial operations begin.

To encourage installation of critically needed infrastructure along SR-126, projects that have a physical address of Santa Paula, Fillmore, or Piru or an equivalent unincorporated area of Ventura County adjacent to these municipalities will receive priority in the selection process. Public and private entities are eligible to apply. Public entities include, but are not limited to, State, metropolitan, county, city, school district, university, and federal agencies and organizations that are located in Ventura County. Private entities include, but are not limited to, private organizations and corporations. EVI must either be available for public use or be used to provide on-site charging for staff at cost. Once the grant agreement is complete, EV chargers can be charged at a profitable rate. Priority will also be given to projects with pre-existing grid power to the project site.

The table below outlines the percentage of funding eligibility based on public accessibility of the project. Projects that are not publicly accessible are eligible for up to 85% of funding while publicly accessible charging and public agencies are eligible for up to 100% of funding.

Maximum Funding Eligible	Infrastructure Projects
85%	Private Projects (no public access)
100%	Public Schools, Public Agencies Fleets
100%	Publicly Accessible

3. Requirements:

Battery Charging:

1. Charging equipment must be level 2 or higher.
2. Publicly accessible charging stations must use a valid and universally accepted charge connector protocol (e.g., Society of Automotive Engineers (SAE), CHAdeMO).
3. Equipment must be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriter's Laboratories, Intertek) located at <https://www.osha.gov/dts/otpc/nrtl/nrtllist.html>.
4. Equipment must have at least a one-year warranty.

Applicant:

1. The applicant must be able to demonstrate to VCAPCD that the applicant can obtain all required land use permits from agencies needed to install and operate the station.
2. For a publicly accessible station, the applicant must provide a description of the geographic location, including an aerial map (i.e., satellite view from an internet-based map or city/county map) and specific street address of the proposed station.
3. Applicants must demonstrate that they either own the land on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the duration of the project life. For a proposed project where the land is not owned by the applicant, an executed lease agreement or letters of commitment lasting for the duration of the project life must be signed by property owners/authorized representatives and must be submitted with the application.
4. Applicants must be able to provide documentation that power is being, or will be, provided to the site (e.g., application, payment to the local utility company for power installation, or contract).
5. No applicant or combination of applicants under common control shall receive grants totaling more than \$400,000. The APCO reserves the right to waive this requirement on a case-by-case basis.

4. Inspection:

1. VCAPCD must verify and document that each infrastructure project is operational. Inspections must include verification of operation by connecting a vehicle or equipment to the charging station. The inspection must verify that infrastructure has been installed and connected to the power generation equipment (i.e., solar panels or wind turbines). Applicants may be exempted from this requirement if the grantee does not own a vehicle, and no vehicle can reasonably be obtained for the inspection. VCAPCD must document such instances and obtain other types of verification that the infrastructure is capable of being powered by the electrical grid.
2. VCAPCD must take photos of the equipment and keep photos in the project file. At the minimum, the photos must include equipment, product label, manufacturer name, date of manufacture, model number, and serial number. For a battery charging station, also include input and output voltage and amperage.

5. Invoice and Payment:

A project may be considered for final payment once the necessary infrastructure has been installed and connected to the power generation equipment (i.e., solar panels, wind turbine) and/or electricity grid and has been demonstrated to VCAPCD that it is fully operational during a post-inspection.

Data Collection and Annual Reporting:

Battery Charging Station. Grantee must annually provide to VCAPCD the following data for the entire project life:

- a. Qualitative description of public and private uses.
- b. Annual usage per charger (e.g., kilowatt-hour).
- c. Any scheduled or unscheduled downtime, including duration of downtime and causes of downtime.