

# Clean Air Fund Advisory Committee Meeting Summary

## March 2, 2017

- I. Call to Order: The meeting was called to order at 5:05 p.m. by Steve DeGeorge.
- II. Approve summary of the January 24, 2017, meeting: Mr. DeGeorge moved and Mr. Montoya seconded approval. The Committee approved the summary without any changes.
- III. Public Comment: There was no public comment on items not related to the agenda.
- IV. Staff Report: There was no staff report.
- V. Old Business: There was no old business.
- VI. New Business:

Mr. Cowen reported that there was \$286,946 available for grant funding. This was based on unused funds from the Phase 1 voucher program (\$94,319), new funds available from the cancellation of the fire department burn building training facility (\$152,821), and \$39,806 from current fiscal year earnings from the permanent endowment.

### 1. Proposed Project: Electric Vehicle Purchase/Lease Rebate Program (Phase 2)

The purpose of this program is to incentivize the purchase or lease of new plug-in Electric Vehicles (EVs) to provide air quality improvement in the county. The 21016 Phase 1 Program provided vouchers, which could be redeemed at local participating Ventura County dealerships, with \$2,200 vouchers for battery EVs and \$1,100 for hybrid plug-in EVs. Dealers agreed to match these voucher amounts by lowering the MSRP an equal amount. Except for the Fiat dealership in Thousand Oaks, this dealership partnership model was not as effective at getting county resident participation since only 14 out of 80 vouchers were redeemed. The Phase 2 program is proposed as a direct to consumer rebate program with the same proposed rebate amounts (\$2,200 for BEVs and \$1,100 for hybrid EVs). The proposed grant amount for this Phase 2 EV Rebate program is \$226,946.

Public Comments: The EV driver enthusiasts attending the meeting provided comments on the staff proposal, which are summarized as follows:

1. The Phase 1 program was not effective because most EV buyers got better deals and bought vehicles outside the county instead of applying for the local dealer vouchers.
2. Most local dealerships are uninterested in selling EVs and had little knowledge of the vehicles. Sales of gasoline vehicles, which require much more maintenance than EVs, are more profitable for dealerships.
3. EVs capable of 250 mile electric ranges should not be excluded by the program just based on vehicle cost. This is anti-competitive and social engineering.

Summary of EV Rebate Program Proposals: The Committee was asked to decide the parameters of the Phase 2 rebate program to determine the most effective manner to use the limited incentive funding. After much discussing, the following program criteria were approved by vote of committee members.

- I. **REBATE AMOUNTS:** The Committee unanimously approved the proposed EV rebate amount at \$2,200 for Battery EVs and \$1,100 Hybrid Plug-in EVs.
  - II **EVs ELIGIBLE FOR REBATES:** The Committee approved using the dynamic list of eligible new EVs on the California Air Resources Board Clean Vehicle Rebate Project website excluding electric motorcycles and hydrogen-fueled EVs. These EVs are listed because they have the battery capacity for a minimum electric range of at least 17 electric miles.
  - III. **EVs MAY BE PURCHASED OR LEASED ANYWHERE IN CALIFORNIA:** The Committee approved providing rebates to Ventura County residents, and the EVs may be purchased or lease anywhere in the state. The Phase 1 EV Voucher program, which was limited to participating Ventura County dealerships, was ineffective at providing almost all EV consumers with sufficient incentive or vehicle choices to participate in the program.
  - IV. **ELIGIBLE EVs BASED ON VEHICLE COST:** Staff proposed a \$50,000 base MSRP cost cap (prior to tax, title, and license) as a surrogate for income restrictions that are required by the State of California to participate in the program. California income restrictions instituted to qualify for state rebates at \$150,000 for single tax filers and \$300,000 household income. After much discussion, the Committee approved raising this cost cap to \$75,000 by a vote of 5 to 4 to allow a wider range of EVs into the program including the base Model Tesla S, which has the highest range of any Battery EV.
  - V. **FUNDING GOALS FOR BATTERY EVs vs. PLUG-IN HYBRIDS:** After much discussion on the pros and cons of incentivizing battery EVs versus plug-in hybrids, the Committee approved a funding goal for the EV rebates of at least 60/40 in favor of the battery EVs.
  - VI **PROGRAM OUTREACH:** The Committee approved an outreach budget of \$3,000 to be spent on advertising and/or direct mailers. The District will publicize the program with press release and post the program information on the district website. Other possible outreach suggestions include contacting KCLU public radio, and getting articles into community and nonprofit newsletters.
2. Proposed Pilot Portable Solar EV Charging Station for the City of Ventura:

This proposed pilot project was to demonstrate the viability of a portable solar-powered EV Charging Station for a dual Level 2 station downtown Ventura about the library at a cost of \$60,000. According to the vendor, the leasing cost for five to ten units would lower the price by a factor of two with the federal tax credits assigned to the vendor. The lack of EV Charging Stations in the Santa Clara Valley region (Santa Paula, Fillmore, and Piru) may be solved using these stations because of the ease of installation (no trenching, no permits or electrical work). After much discussion, the Committee chose not to fund this project

because of the proposed EV Charging Station would not provide sufficient power, especially given the high cost of the unit.

VII. Adjournment: The meeting was adjourned at 7:00 p.m.

Prepared by:

Stan Cowen, Air Pollution Control District Staff

		Electric Vehicle Purchase Rebate Program (Phase 2)		
Member	Attendance	Moved	Second	Vote
Bullard	P			Y
DeGeorge	P			Y
King	P			Y
Kromka	A			
Logan	P			Y
Meeker	P			Y
Merkord	P			Y
Montoya	P			Y
Neiswender	P			Y
Reach	P			Y
Stubblefield	A			

Attendance - P(present),A(absent),E(excused)

Vote - Y(yes), N(no), A(abstain)

APCD Staff:

Mike Villegas  
 Chuck Thomas  
 Stan Cowen

Guests:

Warren Matsui  
 Tyler Cammack  
 Gene Rubin (EV Enthusiast)  
 Bruce Tucker