

SECTION 1: OVERALL PROJECT SUMMARY AND APPROACH

1.A. DESCRIPTION OF GHG REDUCTION MEASURES AND 1.B. DEMONSTRATION OF FUNDING NEED

OVERVIEW

The County of Ventura, California in Coalition Partnership with Ventura County Regional Energy Alliance (VCREA) (herein referred to as the Coalition) propose **Ventura County Equitable Energy Initiatives (VCEEI)**, to accelerate the reduction of greenhouse gas emissions (GHG) regionally within Ventura County, while creating high-quality jobs and bringing the benefits of emissions-reduction projects to local communities.

Ventura County's Climate Pollution Reduction Grant Implementation (CPRG-I) proposal represents a regional effort to foster sustainable energy solutions and mitigate environmental impacts. **VCEEI** seeks funding to align, leverage, and amplify our existing efforts, with a strategic focus on expanding the Home Energy Savings (HES) program to satisfy increasing demand, scaling regional electric vehicle (EV) infrastructure work, and launching incentives to spur investment in clean modes of transportation, such as eBikes. CPRG-I funding will be leveraged with existing programs (such as US Department of Transportation (DOT) Charging and Fueling Infrastructure (CFI) and California Energy Commission (CEC) Reliable, Equitable, and Accessible Charging for Multifamily Housing (REACH 2.0) and Clean Transportation Program grants) to maximize regional GHG reductions. CPRG-I funding will invest in critical programs (such as the Tri-County Regional Energy Network, (3C-REN)) that are currently oversubscribed and under-supplied. Importantly, CPRG-I funding will fill gaps in regional efforts to accelerate the deployment of these critical initiatives in Low-Income, Disadvantaged Communities (LIDAC) areas, ensuring equitable access to GHG reduction programs.

Ventura County is located in Southern California and covers approximately 1.2 million acres spanning approximately 42 miles along the Pacific Coast. Ventura County is bordered by Los Angeles County to the east and south, Santa Barbara County and the Pacific Ocean to the west, and Kern County to the north. The County comprises ten incorporated cities including Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, Santa Paula, Simi Valley, Thousand Oaks, and Ventura. The Los Padres National Forest accounts for approximately 46 percent of the County's total land area. One of the busiest highways in the state, U.S. Highway 101, crosses the County and is one of two routes that link northern and southern California. Highway 101 is the main route for moving products north and south when windstorms or snowfall stop Interstate 5, which also connects northern and southern California.

PCAP ALIGNMENT AND PROJECT DETAILS AND NEED

In alignment with the [Thousand Oaks-Oxnard-Ventura Metropolitan Statistical Area \(MSA\) Priority Climate Action Plan \(PCAP\)](#), the Coalition seeks to implement three actionable strategies targeting significant reductions in GHG emissions within the highest producing GHG sectors in the County – the Building Energy (BE) and Transportation (T) sectors. These sectors and measures were selected for VCEEI based on discussions and projects submitted to the recently assembled PCAP Advisory Group comprised of representatives from the cities of Moorpark, Fillmore, Port Hueneme, Ventura, Oxnard, Thousand Oaks, Santa Paula, and Simi Valley, VCREA, Port of Hueneme, Ventura County Air Pollution Control District (APCD), Ventura County Transportation Commission, Gold Coast Transit District, and the Central Coast Climate Justice Network. The selected projects will be deployed Countywide. The three PCAP measures the Coalition will implement are outlined in Table 1 and will collectively achieve 28,565.4 MT CO₂e cumulative GHG reduction through 2030 and 108,564.79 MT CO₂e cumulative GHG reduction through 2050, along with substantial community benefits.

Table 1. Summary of VCEEI Project PCAP Alignment and Project Highlights

VCEEI PROJECT NAME, PCAP & FUNDING REQUEST	DESCRIPTION	MAJOR OUTPUTS	MAJOR OUTCOMES	LEAD IMPLEMENTOR	PARTNERS AND SUPPORTERS
Home Energy Savings Program PCAP: BE3 Funding Request: \$9,753,486	Expand 3C-REN's existing Home Energy Savings program to increase energy efficiency in single-family and multifamily homes across the region.	111 multifamily units and 585 single family homes receive electric efficiency upgrades. 40% of incentives will be allocated for LIDAC residents.	Reduction in cumulative GHG through 2030: 5,388 MT CO₂e Reduction in cumulative GHG through 2050: 39,527 MT CO₂e	County of Ventura	Partners: VCREA Supporters: City of Fillmore, City of Moorpark, City of Ojai, City of Oxnard, City of Santa Paula, City of Simi Valley, City of Thousand Oaks, Gold Coast Transit District, Ventura County Air Pollution Control District, Ventura County Transportation Commission, Community Environmental Council
EV Blueprint Implementation PCAP: T1 Funding Request: \$19,586,527	Reduce greenhouse gas (GHG) emissions by accelerating the adoption of electric vehicles (EVs) and enhancing the EV charging infrastructure across the Ventura County region.	Installation of 323 Level 2 Dual Ports; 5 of Level 2 Single Ports; 4 of Level 1 Dual Ports; 30 of DC Fast Charging Ports Countywide. For 184 new charging stations at 60 unique sites. 35% of sites are located in CJEST census tracts.	Reduction in cumulative GHG through 2030: 5,8081 MT CO₂e Reduction in cumulative GHG through 2050: 32,766 MT CO₂e	VCREA	Partners: Ventura County Supporters: City of Fillmore, City of Moorpark, City of Ojai, City of Oxnard, City of Santa Paula, City of Simi Valley, City of Thousand Oaks, Gold Coast Transit District, Ventura County Air Pollution Control District, Ventura County Transportation Commission, Community Environmental Council
eBike Incentive Program PCAP: T2 Funding Request: \$18,450,277	Introduce voucher incentives for the purchase of electric bicycles, targeting farmworkers and low-income Ventura County residents in LIDACs. The program is designed to reduce vehicle miles traveled (VMT) and improve air quality.	9,720 eBikes purchased. 100% of incentives will be for LIDAC residents.	Reduction in cumulative GHG through 2030: 18,096.4 MT CO₂e Reduction in cumulative GHG through 2050: 36,271.79 MT CO₂e	VCREA	Partners: County of Ventura Supporters: City of Fillmore, City of Moorpark, City of Ojai, City of Oxnard, City of Santa Paula, City of Simi Valley, City of Thousand Oaks, Gold Coast Transit District, Ventura County Air Pollution Control District, Ventura County Transportation Commission, County of Ventura HSA Farmworker Resource Program, Community Environmental Council, Bike Ventura County

HOME ENERGY SAVINGS PROGRAM: In 2022, a staggering 20% of emissions in Ventura County were due to natural gas usage in existing buildings.¹ Natural gas, while currently a relatively inexpensive energy source, is a significant contributor to greenhouse gas emissions and represented 80% of the direct fossil fuel carbon dioxide emissions from the residential and commercial sector in 2021.² Natural gas appliances not only contribute to climate change but also degrade indoor air quality by releasing methane, a pollutant that can trigger respiratory diseases.³ Over half of the occupied housing units in Ventura County were constructed prior to 1979, before modern energy code standards were

¹ [Thousand Oaks-Oxnard-Ventura Metropolitan Statistical Area \(MSA\) Priority Climate Action Plan \(PCAP\)](#)

² [EPA: Sources of Greenhouse Gas Emissions](#)

³ Merrin and Francisco (2019). [Unburned Methane Emissions from Residential Natural Gas Appliances](#). *Environ. Sci. Technol.* 2019, 53, 9, 5473–5482

established.⁴ These homes are characterized by higher energy consumption and increased expenses due to their outdated designs.⁵ Data from the most recent CEC Consumption database⁶ indicates that residential electricity usage in Ventura County has steadily increased between 2018 and 2022 from 1790.987 GWh to 2037.364 GWh. Further, according to the MSA's PCAP, in 2022, of the total GHG emissions in the County (4,993,265 MT CO₂e), building natural gas accounts for approximately 20 percent of the GHG emissions.⁷ This indicates an opportunity to work within the County to better serve and encourage deeper savings.

Recognizing the need to offer energy efficiency (EE) support, the County of Ventura, along with San Luis Obispo and Santa Barbara Counties, established 3C-REN, which is regulated by the California Public Utilities Commission (CPUC). The HES program was developed out of this initiative and has been operational since 2022. Since the program's inception, it has served more than 250 single family homes in Ventura County with energy-saving projects with an estimated Annual CO₂ avoided (tons) of 114.94. It also services 150 multifamily units implementing EE upgrades resulting in an estimated Annual CO₂ avoided (tons) of 169.42. Despite the tremendous success of the program, demand for incentives far outpaces the annual incentive budget. By the second quarter of fiscal year 2024, 42 percent of incentives have already been reserved and committed.

The HES program targets Hard-To-Reach (HTR) populations, defined as (1) single family homes located in a disadvantaged community based on the CalEnviro Screen 3.0⁸ AND at least one of the following: primary language spoken is other than English, OR qualifies for the California Alternative Rates for Energy (CARE)⁹ or the Family Rate Assistance Program (FERA)¹⁰; or (2) multifamily units and mobile homes (estimated to be 10,879 total in Ventura County)¹¹ (rent or lease) located in a disadvantaged community based on the CalEnviro Screen 3.0⁵ AND at least one of the following: primary language spoken is other than English, OR qualifies for the CARE or the FERA. Approximately 38% of Ventura County residents speak another language other than English at home.¹² The financial burden associated with EE enhancements in these dwellings frequently surpasses what many homeowners or multifamily unit building owners can afford. Additionally, it is often the case that residents pay the energy bills, so property owners have little incentive to upgrade their units. The HES program has been developed to

⁴ U.S. Census Bureau. "Physical Housing Characteristics for Occupied Housing Units." American Community Survey, ACS 1-Year Estimates Subject Tables, Table S2504, 2022, <https://data.census.gov/table/ACSST1Y2022.S2504?q=Housing&g=050XX00US06111>. Accessed on March 21, 2024.

⁵ 3C-REN 2022 Annual Report

⁶ [Electricity Consumption by County \(ca.gov\)](https://www.ca.gov/electricity-consumption-by-county)

⁷ [TO-Oxnard-Ventura-MSA-PCAP-March-6-2024.pdf \(pcdn.co\)](https://www.pcdn.co/t0-oxnard-ventura-msa-pcap-march-6-2024.pdf), Page 12

⁸ CalEnviroScreen 3.0 identifies the following census tracts as disadvantaged: 6111004902; 6111009100; 6111002905; 6111004715; 6111003201; 6111002300; 6111002400; 6111004704

⁹ CARE program provides discounts on energy bills for income-qualified households. Here are the income eligibility upper limits for the CARE program: 1-2 household size - \$39,440; 3 household size - \$49,720; 4 household size - \$60,000; 5 household size - \$70,280; 6 household size - \$80,560; 7 household size - \$90,840; 8 household size - \$101,120; Each Additional Person \$10,280. Eligible customers can receive a 30-35% discount on their electric bill and a 20% discount on their natural gas bill through the CARE program. Additionally, customers enrolled in public assistance programs such as Medicaid/Medi-Cal, Women, Infants and Children Program (WIC), Healthy Families A & B, National School Lunch's Free Lunch Program (NSL), Food Stamps/SNAP, Low Income Home Energy Assistance Program (LIHEAP), Head Start Income Eligible (Tribal Only), Supplemental Security Income (SSI), Bureau of Indian Affairs General Assistance, and Temporary Assistance for Needy Families (TANF) or Tribal TANF may also qualify for CARE.

¹⁰ FERA is a financial assistance program that offers an 18% discount on your electricity bill if your household income slightly exceeds the CARE allowances.

¹¹ State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

¹² American Community Survey Quick facts, Ventura County (2018-2022)

address these barriers to incentivize deployment of EE upgrades through two tracks: the HES Single Family Home (SFH) program and the HES Multifamily Home (MFH) program.

The HES SFH program operates through a network of contractors, referred to as “aggregators”. These aggregators work directly with single-family homeowners to sell and install EE measures. The program is unique in its flexibility, allowing for a wide range of measures that generate kWh, kW, and therm savings, such as lighting, HVAC, water heaters, insulation, smart thermostats, and water heater controls. The program does not have a predefined list of eligible measures, instead, it allows for customized solutions based on the needs of the individual homeowner. Aggregators may offer measures that have incentives through non-rate payer funded programs, which can help to reduce the cost of installation. The primary focus of this program is on the metered savings achieved through these upgrades.

This incentive program aims to reduce customer costs and boost contractor investment in energy efficiency. Incentives include an initial payment for projected savings and a bonus for verified savings, with customers benefiting directly from reduced upgrade costs. Additional multipliers apply to projects for HTR customers, electrification efforts, and local contractor involvement, with HTR incentives nearly tripling those for standard projects.

The HES MFH program design addresses the individual needs of property managers/owners in upgrading their units by developing personalized energy upgrade plans based on the energy assessment of each property and by allowing them to work with contractors of their choice. Property managers or owners begin by registering and confirming eligibility for the program. Implementers then visit to evaluate the property and outline an energy upgrade plan aimed at reducing greenhouse gas emissions per unit. After confirming the plan, a rebate reservation is made. The owner or manager executes the upgrades using their selected contractors, with Implementers providing technical support. Following project completion, Implementers verify the work, leading to the final step of receiving an incentive payment.

In support of PCAP priority BE3 - increase the impact of the regional direct install/retrofit program to electrify 100 percent of affordable housing units by 2030 – the Coalition proposes to expand 3C-REN’s HES program to increase decarbonization efforts across Ventura County. CPRG-I funds will largely be dedicated towards incentives, with a preference to support HTR single family homes and multifamily units. These incentives will be able to be coupled with other tax rebates like the [Inflation Reduction Act Residential Energy Rebate Programs](#), such as Home Efficiency Rebates or the Home Electrification and Appliance Rebates once available in California. With the support of CPRG-I funding, it is estimated that an additional 585 single family homes and 111 multifamily units will receive incentives to decarbonize over the 5-year project period. The estimated total cost for the project is \$9,753,486 with detailed cost breakdowns provided in the Budget Narrative and Excel files. The project seeks 100 percent grant funding from the CPRG-I program.

Given that this program is currently operational, the Coalition will be able to begin expanding implementation and delivery immediately. Milestones for the expansion of HES implementation include completing EE upgrades in 111 multifamily units and 585 single family homes over the course of 5-years. CPRG-I funding will allow the County to make further significant strides in EE building efforts with a focus on LIDACs resulting in 39,527 MT CO₂e GHG reductions through 2050. Risks associated with this program are the lack of enrollment in incentive programs by target populations and lack of qualified contractors/aggregators. These risks are mitigated through: (1) deploying a robust and well-established community outreach and education campaign; (2) leveraging existing partnerships with Community

Based Organizations (CBOs) that have ties with HTR/LIDAC populations; and (3) leveraging existing workforce training programs. See [Section 3](#) for detailed implementation timeline, [4](#) LIDAC engagement, and [5](#) for workforce development details.

Table 2. VCEEI Home Energy Savings Program Highlights

KEY ACTIONS	TIMELINE	OUTPUTS	OUTCOMES	PLAN READINESS
Project Commencement	Post-grant award	Leverage of existing funding and projects	MOUs and agreements in place.	Implementation Guidelines exist. MOU agreements established.
Launch marketing to HTR/LIDAC Ventura County Customers	Year 1	Distribute outreach materials, engage with community through workshops, info sessions, and webinars	Increased awareness and engagement with HES program; increase in enrolled customers.	Existing Program with implementation guidelines and partnerships already established. Oversubscribed program with ready and willing participants.
Hire key staff to manage project	Year 1	Hire Project Coordinators (SFH) and (MFH); Project Administrator and Supervisor	Assessment and enrollment of multi-family and single-family projects.	Direct benefits to enrolled properties through energy savings.
Expansion of 3C-REN Home Energy Savings Program	Years 1 - 5	Annual increase of 5% of customers served, assessments and enrollments.	Serving additional properties; 30% annual increase in impact; Reduction in cumulative GHG through 2030: 5,388 MT CO ₂ e Reduction in cumulative GHG through 2050: 39,527 MT CO ₂ e	Workforce training programs already exist; at least 40% of incentives will be allocated for LIDAC residents LIDAC customers.
Evaluate energy and cost savings	Years 1-5	Monthly data collection; semiannual reports; final report.	Reports delivered.	Existing data collection and tracking platforms in place and ready to leverage.

EV BLUEPRINT IMPLEMENTATION: According to the MSA’s PCAP, in 2022, of the total GHG emissions in the County (4,993,265 MT CO₂e), on-road transportation accounts for approximately 55 percent of GHG emissions.¹³ The combustion of fossil fuels in vehicles is a significant source of health impacts to the communities living around the transportation infrastructure as it is responsible for nearly 80 percent of NO_x pollution, and 90 percent of diesel particulate matter pollution.¹⁴ Exposure to high levels of poor air quality can result in increased cases of asthma and respiratory illnesses, worsen existing heart and lung conditions, thereby increasing emergency room visits and absences from work and school, as well as premature death.¹⁵ To reduce the GHG emissions and the health impacts from other associated air pollutants related to existing transportation, there is a need for increased EV use.

The [Ventura County Electric Vehicle \(EV\) Blueprint](#) is a comprehensive plan to electrify the transportation sector in Ventura County. It was developed in July 2019 by VCREA with input from the Ventura County EV Ready Communities Coalition comprising of representatives from local cities, County of Ventura, Port of Hueneme, Ventura County APCD, Ventura County Transportation Commission, Gold Coast Transit District, workforce development interests, affordable housing authorities, commercial property management companies, businesses, community-based organizations, and nonprofit advocates. The EV Blueprint was created to spur rapid adoption of EVs and support EV charging infrastructure deployment in the region, in alignment with the State of California’s goal of 5 million zero

13 TO-Oxnard-Ventura-MSA-PCAP-March-6-2024.pdf (pcdn.co), Page 12

14 California Energy Commission. 2024. Transforming Transportation. Available at: <https://www.energy.ca.gov/about/core-responsibility-fact-sheets/transforming-transportation>

15 U.S. EPA. Learn About Impacts of Diesel Exhaust and the Diesel Emissions Reduction Act (DERA). 2023. Available at: <https://www.epa.gov/dera/learn-about-impacts-diesel-exhaust-and-diesel-emissions-reduction-act-dera>

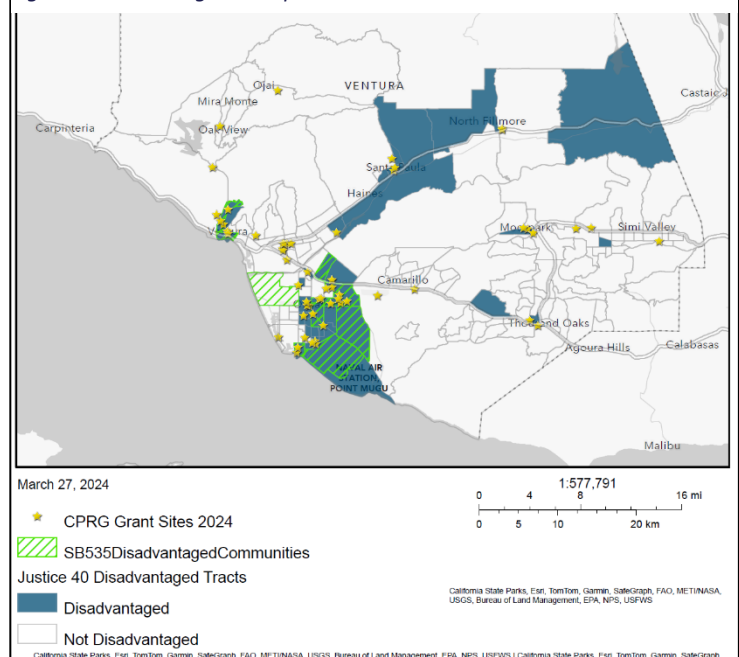
emission vehicles (ZEVs) on California’s roadways by 2030¹⁶ and calls for the installation (by 2025) of 250,000 EV chargers, including 10,000 DC fast chargers, and 200 hydrogen refueling stations. (Executive Order B-48-18).

The County’s EV Blueprint predicts that by 2025, Ventura County will have at least 28,096 plug-in EVs, which will require 1,073 charging ports at multifamily housing (MFH), 1,967 public/workplace Level 2 ports, and 201 DC Fast Charging ports.¹⁷ Currently, the Alternative Fuel Data Center (AFDC) database shows that there are approximately 410 Level 2 charging ports and 153 DC fast charging ports (primarily Tesla) in the County, with the majority located in the cities of Ventura, Oxnard, and Thousand Oaks. These charging stations are primarily located at public parking facilities, shopping centers, government agencies, and hotels. With the rapid growth in EV adoption, additional chargers are needed in the urbanized areas, and there are significant gaps in the county’s more rural areas and in low-income Census tracts and Environmental Justice (EJ40) priority communities.

The Coalition has been making significant strides to build out its EV charging network, having recently secured \$12 million through the US DOT Fiscal Year (FY) 2022-2023 CFI Discretionary Grant to install 42 fast charging ports and 148 Level-2 public/workplace charging ports countywide, including constructing East and West County EV charging centers paired with solar and battery storage for grid outages and emergency events and off-grid EV charging with solar battery storage for rural communities. Further, in 2024, the Coalition partnered with the University of California, Santa Barbara, 3C-REN, and City of Santa Barbara to secure \$3.85 million from the CEC REACH 2.0 grant program for deployment of EV charging infrastructure at MFH sites throughout the counties of Ventura, Santa Barbara, and San Luis Obispo. VCREA and County of Ventura’s 3C-REN program will be able to install 49 charging stations (97 ports) at seventeen MFH sites in Ventura County with this funding.

Despite these investments and efforts, there is still a significant gap in charging sites to meet the future demand for EVs within the County. To meet the EV Blueprint’s 2025 charging goals, the Ventura County region will need to install an additional 697 public/workplace Level 2 charging ports and more than six non-Tesla DC fast charging ports. Installing charging infrastructure at MFH sites (more than 1000 charging ports) can be challenging due to several factors, including difficulty contacting MFH owners, costly electrical infrastructure upgrades, and issues with communal parking availability. The CEC REACH 2.0 funding is a first step in installing charging at MFH; however, another approach that the Coalition is investigating includes installing

Figure 1. EV Charging Port Implementation Sites



¹⁶ California Air Resources Board approved the Advanced Clean Cars II rule that established yearly targets to achieve 100 percent ZEV sales by 2035.

¹⁷ [Ventura-County-EV-Ready-Blueprint July-2019.pdf \(pcdn.co\)](#) page 123

charging infrastructure at locations adjacent to MFH sites.

The proposed CPRG-I funded EV Blueprint Implementation project, administered by VCREA and in partnership with the Ventura County EV Ready Communities Coalition, seeks support to further the development of an extensive EV public charging network across our region to fill existing gaps in electric vehicle supply equipment (EVSE) infrastructure. The Coalition's plan involves 60 strategically located charging sites that encompass various settings, including MFH, parks, community centers, libraries, transit centers, shopping centers, beaches, employment centers, and public parking lots at other popular destinations. Of the 60 sites identified, 21 are located within a LIDAC census tract. Figure 1 illustrates the 60 project sites for DC Fast, Level 1 and Level 2 installations. See larger map [here](#). The sites were selected by an analysis of existing EVSE gaps, prioritizing areas in proximity to popular destinations, MFH, and either in or adjacent to historically marginalized communities based on the communities' preferred locations. This project aligns with the PCAP priority T1 to add 2,264 new public EV charging stations/ports to support 87,625 EVs by 2030, prioritizing charging in low-income areas and areas with high ratios of MFH.

Additionally, the EV Blueprint Implementation project includes funding for VCREA to (1) purchase 8 Battery Electric Vehicle (BEV) sedans, 14 BEV SUVs, 1 BEV truck, 5 Electric Cutaway Buses in support of accelerating transit fleet conversion for LIDAC dial-a-ride services; (2) offer 4 EVSE Field Technician Certification trainings to ensure the local workforce is able to install and maintain EVSE; (3) support community engagement and participation in EV deployment by hosting annual Ventura County EV Ready Communities Coalition meetings to review the [EV Ready Blueprint Interactive Map](#) and receive community input and coordination on where EV Infrastructure should be prioritized next; and (4) participate in annual electrified transportation outreach events including Drive Electric Earth Month, CycleMAYnia, National Drive Electric Week, and Clean Air Day to educate the community on EV efforts and the benefits of going electric.

The estimated total cost for the project is \$19,586,527 with detailed cost breakdowns provided in the Budget Narrative and Excel files. The project seeks 100 percent grant funding from the CPRG program. CPRG-I funding will allow the County to make further significant strides in EVSE deployment resulting in 32,776 MT CO₂e GHG reductions through 2050. With CPRG-I funding, the Coalition will hire a Program Administrator to manage the project and an EV Coach to provide technical assistance for each site from preconstruction to installation, including charging site feasibility assessments, facilitation of bids, engineering design documents, project management, and incentive application assistance. The Program Administrator will manage all aspects of the EV Blueprint Implementation project including coordinating with the County and the Ventura County EV Ready Communities Coalition.

The County and VCREA are actively working on several EV projects and can leverage the existing momentum to begin expanding implementation and delivery immediately. Milestones for the acceleration of EVSE include: hiring staff and contractors, deploying 184 new charging stations at 60 sites, purchasing BEV vehicles, hosting 4 training and annual update of EV Ready Blueprint Interactive Map and EV Charging Infrastructure Prioritization Plan. Risks associated with this program include (1) EV adoption rate slower than anticipated, and (2) access to charging port sites. Mitigation strategies include: (1) leverage existing community outreach efforts available through other funding sources to promote EV adoption; and (2) work with existing partnerships through VCREA with participating Cities and with EV Technical Coach to overcome implementation delays. See [Section 3](#) for detailed implementation timeline, [4](#) LIDAC engagement, and [5](#) for workforce development details.

Table 3. T1 – VCEEI EV Blueprint Implementation Highlights

KEY ACTIONS	TIMELINE	OUTPUTS	OUTCOMES	PLAN READINESS
Hire key staff	Year 1	Hire County of Ventura Program Administrator for project		Applicant pool already established.
Implement an EV Coach for technical assistance	Year 1 and on-going	Hire VCREA EV Coach to assist with additional charging station installations.	Encourage more EVSE installations; Technical support for installation of charging stations.	Leverage EV Blueprint plan to identify HTR/LIDACs for installation.
Plan Regional EV Charging Station Network	Year 1	Hiring contractors, through VCREA, to conduct EV Planning Activities (engineer drawings and permitting) and Implementation	Increase EVSE installations throughout Ventura County region.	Leverage \$12M DOT and \$3.9M CEC grants to expand network and provide more equitable access.
Design and install EV charging stations	Year 1 – Year 5	184 EV charging stations (362 charging DCFC, Level 2, and Level 1 ports) installed throughout Ventura County	Reduction of GHG emissions: 5,081 MT CO ₂ e (through 2030) and 32,776 MT CO ₂ e (2050) Acceleration of EV and charging infrastructure deployment.	

T2 – EBIKE INCENTIVES: The Coalition is proposing to develop a new electric bike (eBike) incentives program, which aligns with PCAP priority T2 - promote and expand equitable, safe, efficient, and affordable multi-modal transportation hubs to decrease single occupancy VMT 10 percent by 2030 and outlines a plan to reduce GHG emissions through the promotion of eBikes among the County's residents. Expected GHG reduction from 2025 through 2030 is calculated at 18,096 MT CO₂e, with long-term reductions through 2050 estimated at 36,271.79 MT CO₂e.

Transportation generates the greatest amount of GHG emissions (~55%) in the County. The combustion of fossil fuels in vehicles is also a significant source of health impacts to the communities living around the transportation infrastructure as it is responsible for nearly 80 percent of NO_x pollution, and 90 percent of diesel particulate matter pollution.¹⁸ Ventura County is in the process of finalizing the Ventura County Active Transportation Plan which is a master plan and policy document aiming to increase active transportation use, improve community health and safety, reduce vehicle miles traveled, and reduce greenhouse gas emissions in the County.¹⁹ This plan illustrates the County's continued investment in active transportation infrastructure. eBikes provide new opportunities for getting more people out of fossil fuel-powered vehicles as they are more efficient and affordable than EVs and can help overcome barriers to cycling.²⁰ In addition to GHG emissions reductions, eBikes reduce congestion and parking problems and improve street safety.²¹ eBikes have much lower purchase and operating costs than EVs, which makes them an important tool to expand affordable, equitable transportation access.²²

This project will include providing incentives to purchase e-bikes for all qualifying Ventura County residents, with a specific emphasis on reaching the approximately 36,000 farmworkers classified in the

¹⁸ California Energy Commission. 2024. Transforming Transportation. Available at: <https://www.energy.ca.gov/about/core-responsibility-fact-sheets/transforming-transportation>

¹⁹ Ventura County. 2023. Active Transportation Plan (Draft). Available at: https://atplan.vcpublishworks.org/wp-content/uploads/2024/01/VenturaCo_ATP_Report_Draft_01.02.2024.pdf

²⁰ Herbet (2022). [The Health benefits of Electric Bikes](#). Peopleforbikes.

²¹ Headland (2023). [Small But Mighty: Electric Bicycles Can Bridge Gap in Access to Transportation](#). National Renewable Energy Laboratory.

²² Walk Bike Berkeley. 2019. E-bikes: Key to Berkeley's Climate & Public Safety Goals. Available at: https://drive.google.com/file/d/1sISMSq0h2HF2KaXVj0GC30o3P_oosf5t/view

extremely low or very low-income HUD categories²³, and for those residing in a LIDAC community as determined by PCAP or disadvantaged or low-income community, based on CalEnviroScreen.²⁴ The project will be implemented by competitively bid contract, with the oversight of Ventura County. The incentives will be distributed to residents as vouchers and once approved, the voucher recipients will be able to redeem the vouchers at authorized eBike retailers. Authorized retailers will apply the voucher discount to an approved eBike at the point of sale. Incentive amounts will range from \$1,500 (commuting e-bikes) to \$2,000 (cargo e-bikes). The program will distribute a total of 9,720 e-bikes.

The program is designed to improve accessibility of eBikes to essential workers and low-income populations who might not otherwise be able to afford them, reducing VMT, encouraging physical activity that can lead to improved health outcomes, improving air quality and supporting local business. Currently, there are no federal tax incentives available to support the adoption of eBikes and the existing state eBike incentive program offered by the California Air Resources Board (CARB) is funding constrained and only budgeted to fund up to 7,000 eBike vouchers statewide, which will not meet the demand. By encouraging a shift towards a car-light culture and removing adoption barriers such as cost for those who are income constrained, this project aligns with the CPRG-I GHG reduction goals. The estimated total cost for the project is \$18,450,277 with detailed cost breakdowns provided in the Budget Narrative and Excel files. The project seeks 100 percent grant funding from the CPRG program.

The County of Ventura will administer the program, with implementation support from consultants and local partnerships, including CBOs, to enlist participating retailers and educate HTR/LIDAC populations of the benefits and opportunities to participate in the program. Milestones for this program include CBO and Contractors selected, and 9,720 eBikes purchased over the 5-year project period. Risks associated with this program include (1) retailer participation; and (2) LIDAC participation. Mitigation strategies include: (1) engaging with qualified CBOs with relationship with bike retailers to promote program participation; and (2) expansive community engagement through CBOs with existing relationships to HTR/LIDAC communities. See [Section 3](#) for detailed implementation timeline, [Section 4](#) LIDAC engagement, and [Section 5](#) for workforce development details.

Table 4. VCEEI eBike Incentive Program Highlights

KEY ACTIONS	TIMELINE	OUTPUTS	OUTCOMES	PLAN READINESS
Hire key staff for program administration	Year 1	Hire Program Administrator and Management Analyst	Program staff will implement, evaluate and advance this program, especially with focus on increasing HTR/LIDAC awareness.	Existing partnerships with bike advocacy organizations will help recruit retailers and expand awareness.
Design and Implement eBike Incentive Program	Y1: Program Launch Y2-5: Program Implementation	Point-of-sale voucher incentives for 9,720 eBike purchases	Cumulative GHG reductions through 2030: 18,096.4 Cumulative GHG reductions through 2050: 36,271.79 Years 1-5: 9,720 eBike incentives and 16.2 million VMT reduction via eBikes	Collaboration with community-based organizations for bike advocacy and local eBike retailers.

²³ HCD, [Income Limits 2023 \(ca.gov\)](#). Ventura County AMI is \$123,500. Extremely low-income households are those with 15-30% AMI and low-income households are those with 30% - 50% AMI.

Very low-income limit typically reflects 50 percent of median family income. Extremely low-income

²⁴ CalEnviroScreen 4.0. 2023. Available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

KEY ACTIONS	TIMELINE	OUTPUTS	OUTCOMES	PLAN READINESS
Design and launch CBO Incentives Promotion	Years 1-5	Identify retailers for vouchers, identify GHG emission calculations, create marketing materials.	Increased awareness of the benefits of eBikes, especially in HTR/LIDAC communities.	Experienced team in developing incentive programs.

COALITION STRUCTURE

Ventura County Sustainability Division: As the lead applicant and Coalition member, the County is responsible for grant administration, 3C-REN's HES program implementation, and progress reporting. The County will implement the HES program by utilizing existing project management and administrative systems, leveraging and updating existing marketing materials and strategies, enrolling eligible single family and multifamily households into the HES program, and working with coalition partner, VCREA, to connect the program to each of the cities within Ventura County. The County will support the eBike incentive program through assisting with setting up project management and administrative systems, creating the marketing materials and leading marketing strategies, and identifying retail partners for the eBike incentive program and market the eBike incentive program. The County will also support EV Blueprint Implementation by assisting with the hiring process for a technical assistance contractor and leading coordination meetings with the CPRG Advisory Committee. The Ventura County Sustainability Division affirms that it will submit a memorandum of agreement (MOA) by all the Coalition no later than July 1, 2024.

Ventura County Regional Energy Alliance (VCREA): VCREA is a Joint Powers Authority (JPA) representing the County of Ventura, ten incorporated cities, and four special districts. VCREA partners with local governments, businesses, nonprofits and community-based organizations, and education and special districts including transit agencies to develop and implement sustainable energy initiatives. VCREA will implement the expansion of the EV Blueprint Implementation and eBike Incentive Program. VCREA will be responsible for hiring a technical assistance contractor to assist with preplanning, permitting, and installation of all charging infrastructure. VCREA will coordinate with the CPRG Advisory Committee on the installation of the 184 charging stations and the 60 proposed sites throughout the Ventura County region. VCREA will implement the eBike incentive program by setting up project management and administrative systems, creating the qualification application for interested incentive candidates, and enrolling applicants to the eBike incentive program. VCREA will connect the HES program with the cities and other partners to extend the program's reach to all the communities in Ventura County.

This coalition structure allows for a clear division of responsibilities and collaboration between the two entities, leveraging their respective strengths and resources for the benefit of the community. It also ensures that all aspects of the sustainability initiatives are adequately covered, from administration and implementation to marketing and expansion. This structure fosters a collaborative environment where both entities work together towards a common goal of building sustainability in Ventura County.

1.C. TRANSFORMATIVE IMPACT

VCEEI offers transformative opportunities with significant potential for additional GHG emissions and Criteria Air Pollution reductions. The cumulative program will accelerate deployment and adoption of GHG emission reduction technologies like electric appliances, EV chargers, and eBikes, while providing a framework for replicable and scalable incentive programs.

The **HOME ENERGY SAVINGS PROGRAM** expansion is more than just a path to lower utility bills – it is a catalyst for transformative change within our communities. By offering financial incentives, this program makes energy upgrades more affordable, leading to substantial savings for homeowners and renters, and creating significant climate change impacts. By encouraging EE upgrades, there can be significant GHG emission reductions and other forms of air pollution, contributing to the broader goal of environmental sustainability. The implementation of EE measures also creates jobs in the sector, and the money saved on energy bills can be reinvested locally. Furthermore, EE homes are healthier to live in²⁵, with improved insulation leading to more consistent indoor temperatures and lower noise levels. Importantly, this program prioritizes LIDACs, ensuring that the benefits of EE are accessible to all, regardless of income. Finally, these programs support local businesses that provide energy-efficient products and services. This program is replicable and scalable because of its cost-effective efficient home retrofits, rigorous monitoring to validate actual savings, a one-stop-delivery model, and includes resident education and access to workforce training opportunities.

The **EV BLUEPRINT IMPLEMENTATION** will accelerate and promote the adoption of EVs by providing the necessary infrastructure for their operation. This not only encourages a shift towards more sustainable modes of transportation but also helps to alleviate ‘range anxiety’²⁶, making the switch to EVs a more viable option for many people. EV charging stations also add value to the community, and can even increase property values – EV charging infrastructure is anticipated to increase home values by nearly 3.3 percent and on average over \$17,000 in California.²⁷ In addition to economic benefits, EV charging stations contribute to environmental sustainability - they help reduce emissions and improve air quality, playing a crucial role in the fight against climate change.²⁸ Lastly, these charging stations will be primarily placed in and around LIDACs, ensuring that EV benefits are shared by all.

The **EBIKE INCENTIVE PROGRAM** will reduce GHG emissions as eBikes can replace car trips, leading to decreased emissions and improved air quality.²⁹ It will enhance mobility by extending the range of cycling, making it accessible to more people. Regular eBike use promotes physical activity and better health outcomes.³⁰ Incentives can benefit HTR/LIDACs, contributing to both equity and climate goals. As increased national interest in sustainable transportation and micromobility grows, eBikes provide an appealing alternative vehicle, especially to communities in rural areas.³¹ This program can act as a scalable and replicable model for other communities looking to increase access to transportation and invest in clean energy substitutes.

SECTION 2: IMPACT OF GHG REDUCTION MEASURES

2.A. MAGNITUDE OF GHG REDUCTIONS FROM 2025 THROUGH 2030

It is expected that the immediate GHG reduction targets during 2025-2030 because of VCEEI measures will be 28,565.40 MT CO₂e.

²⁵ Department of Energy: [Health and Safety Benefits of Clean Energy](#).

²⁶ Range Anxiety – the fear that an electric vehicle will not have enough battery charge to reach its destination (national grid).

²⁷ Center for Global Sustainability (2023). [Home Values Increase with the Rise of EV Charging Stations](#).

²⁸ EPA. [Electric Vehicle Myths](#).

²⁹ Headland (2023). [Small But Mighty: Electric Bicycles Can Bridge Gap in Access to Transportation](#). National Renewable Energy Laboratory.

³⁰ Herbet (2022). [The Health benefits of Electric Bikes](#). Peopleforbikes.

³¹ Headland (2023). [Small But Mighty: Electric Bicycles Can Bridge Gap in Access to Transportation](#). National Renewable Energy Laboratory.

Table 5. VCEEI Cumulative GHG Emissions Reductions 2025 - 2030

VCEEI PROJECT	PROJECT COST	CUMULATIVE GHG EMISSION REDUCTIONS (MT CO ₂ e) 2025-2030
Home Energy Savings Program	\$9,753,486	5,388 MT CO ₂ e
EV Blueprint Implementation	\$19,586,527	5,081 MT CO ₂ e
eBike Incentive Program	\$18,450,277	18,096.40 MT CO ₂ e
Cumulative	\$47,790,290	28,565.40 MT CO₂e

HOME ENERGY SAVINGS PROGRAM: It is anticipated that in 2025, 200 homes will be electrified through this program, including 6 multi-family properties with 90 units total, plus an additional 110 single family properties. By 2030 the HES Program will have electrified 743 homes, which represents a 30% annual increase. The annual emissions reduction is expected to significantly increase year over year from 2025 – 2030 due to project implementation and then plateau as all units in this project will be electrified. Specifically, in 2025, the emission reductions attributable to the project are estimated to be 391 MT CO₂e at the start of project implementation, and by 2030, they are estimated to be 1,624 MT CO₂e annually at full project build out. This culminates in a total GHG emissions reduction of 5,388 MT CO₂e from 2025 – 2035. Emissions savings are largely derived from upgrading appliances to more EE models, improving insulation, and using renewable energy sources.

EV BLUEPRINT IMPLEMENTATION: In 2025 an estimated 362 charger ports are anticipated and by 2030 all 362 charger ports will be installed. This culminates in a total GHG emissions reduction of 5,081 MT CO₂e from 2025 – 2030. Emissions savings are largely derived from increased adoption of EV vehicles and mileage of fossil fuel vehicles replaced by these new EV.

EBIKE INCENTIVE PROGRAM: It is anticipated that all 9,720 eBikes will be purchased by 2030. This culminates in a total GHG emissions reduction of 18,096.40 MT CO₂e from 2025 – 2030. Emissions savings are largely derived through passenger VMT replaced by miles traveled using commuting and cargo eBikes.

2.B. MAGNITUDE OF GHG REDUCTIONS FROM 2025 THROUGH 2050

It is expected that the immediate GHG reduction targets during 2025-2050 because of VCEEI will be **108,565.79 MT CO₂e**.

Table 6. VCEEI Cumulative GHG Emissions Reductions 2025 – 2050

VCEEI PROJECT	PROJECT COST	CUMULATIVE GHG EMISSION REDUCTIONS (MT CO ₂ e) 2025-2050	PROJECT COST PER MT CO ₂ e (\$) 2025-2050
Home Energy Savings Program	\$9,753,486	39,527 MT CO ₂ e	\$246.76
EV Blueprint Implementation	\$19,586,527	32,766 MT CO ₂ e	\$494.70
eBike Incentive Program	\$18,450,277	36,271.79 MT CO ₂ e	\$508.67
Cumulative	\$47,790,290	108,565.79 MT CO₂e	\$1,250.13

HOME ENERGY SAVINGS PROGRAM: The VCEEI HES program will be fully implemented by 2030, and it is anticipated that the annual emission reductions will continue to slightly increase, as the electricity grid continues to approach a zero-emission factor by 2045 due to California Senate Bill (SB) 100. CA SB 100 is a landmark policy that requires renewable energy and zero-carbon resources to supply 100 percent of electric retail sales to end-use customers by 2045. From 2025 to 2050 total GHG emissions reductions

are an estimated of 39,527 MT CO₂e. The durability of the HES program can be understood in terms of its long-term effectiveness and the sustained benefits it provides to homeowners. The Department of Energy estimates rebates like those being offered by the County will save households up to \$1 billion annually on energy bills.³²

EV BLUEPRINT IMPLEMENTATION: The VCEEI EV Blueprint Implementation will be fully built out by 2031. From 2025 to 2050 total GHG emissions reductions are an estimated of 32,766 MT CO₂e. The actual emission-reduction benefits associated with EVs are dependent on the electricity generation fuel mix. Ventura County, along with the cities of Ventura, Camarillo, Moorpark, Ojai, Oxnard, Santa Paula, Simi Valley, and Thousand Oaks, are [Clean Power Alliance](#) (CPA) members and have opted into offering community choice energy to residents and businesses from local and regional solar, wind, geothermal, and hydro resources. Many of the sites included in VCEEI include electricity from renewable sources, reducing GHG emissions significantly further. These reductions are anticipated to be permanent as the County and its partners are committed to keeping the chargers online once the infrastructure is installed.

EBIKE INCENTIVE PROGRAM: The lifespan of an eBike is anticipated to be 10 years, however, a conservative 8-year lifespan was adopted when calculating GHG emissions reductions. Further GHG emissions associated with e-bike electricity usage decreases over time as a result of SB 100. From 2025 to 2050 total GHG emissions reductions are an estimated of 36,271.79 MT CO₂e. eBikes encourage users to cycle farther and more often than conventional bicycles. This increased usage can lead to a significant reduction in GHG emissions as e-bikes are the most energy-efficient way to move from place to place.

2.C. COST EFFECTIVENESS OF GHG REDUCTIONS

The total cost to implement VCCEEI is \$47,790,290. Of the total project cost, \$9,753,486 or 20% will be spent implementing Home Energy Savings Program, \$19,586,527 or 41% will be spent implementing EV Blueprint Implementation, and \$18,450,277 or 39% will be spent implementing eBike Incentive Program.

The cumulative GHG emissions reduction between 2025-2030 because of VCEEI measures will be 18,565.40 MT CO₂e. Cost effectiveness of all VCEEI GHG reductions measures total 2,574.2 dollars per MT CO₂e. $\$47,790,290 \div 18,565.4 \text{ MT CO}_2\text{e} = 2,574.2 \text{ dollars per MT CO}_2\text{e}$

The [Carl Moyer Program Guidelines](#), developed by the California Air Resources Board (CARB), provide a clear benchmark for the cost-effectiveness of conventional projects, setting the base limit at \$33,000 per weighted ton of emissions reductions. This figure is not arbitrary but is a carefully calculated value that ensures the optimal balance between cost and environmental impact. Projects that align with this base limit are not only viable but are also eligible for full funding under the Carl Moyer Program. In the context of the proposal at hand, the overall cost-effectiveness aligns with the base limit set out in CARB's Carl Moyer Program Guidelines. This is indicative of the proposal's financial feasibility and its potential for significant GHG emissions reductions within Ventura County.

Factors influencing the cost effectiveness of all three VCEEI measures is the target audience. Serving the needs of HTR customer segments/markets is inherently less cost-effective, however extremely impactful when striving for equitable outcomes and benefits. This grant will give the region the ability to provide

³² [Home Energy Rebates Programs | Department of Energy](#)

value, meet designated targets, and track, and improve upon, cost-effectiveness over time. The proposed projects will have metrics and criteria for evaluating progress and not just measure progress in cost-effectiveness calculations.

Factors influencing the cost effectiveness of the **EV BLUEPRINT IMPLEMENTATION** are the locations in which charging infrastructure is being proposed are at developed sites with existing infrastructure. As a result, costs go up as existing infrastructure needs to be torn up in addition to installing the charging station, making the upgrades expensive. Installing EV charging stations during new construction is more cost-effective than retrofitting them later; however, the sites that have been selected and prioritized by the community, which are included in VCEEI, are in developed areas and therefore, result in higher installation costs.

The cost-effectiveness figure of the **EBIKE INCENTIVE PROGRAM** does not capture the other benefits of the program such as promoting exercise, improving mobility for older adults and people with disabilities, and contributing to cleaner air. Further the program has been designed to target LIDACs to maximize eBike adoption, as they more frequently face barriers to accessing EV technology given its cost and often are those who rely the most on alternative forms of transportation to get to employment and service centers.

2.D. DOCUMENTATION OF GHG REDUCTION ASSUMPTIONS

Please see the Technical Appendix and supporting GHG calculations for additional details.

SECTION 3: ENVIRONMENTAL RESULTS – OUTPUTS, OUTCOMES, AND PERFORMANCE MEASURES

3.A. EXPECTED OUTPUTS AND OUTCOMES

Table 7. Expected Outputs and Outcomes

VCEEI PROJECT	OUTPUTS	OUTCOMES
Home Energy Savings Program	111 multifamily units receive EE upgrades (18.5 units per project); 585 single family homes receive EE upgrades; At least 40% of incentives will be allocated for LIDAC residents; Leverage existing community outreach partnerships and events.	Reduction in cumulative metric tons of GHG emissions by 5,388 from 2025 through calendar year 2030. Reduction in cumulative metric tons of GHG emissions by 39,527 from 2025 through calendar year 2050. Reduction in CAPs: Cabron Dioxide (CO ₂), Nitrogen Oxides (NO _x), Particulate Matter (PM), Sulfur Dioxide (SO ₂), and Volatile Organic Compounds (VOCs).
EV Blueprint Implementation	323 of Level 2 Dual Ports Installed; 5 of Level 2 Single Ports Installed; 4 of Level 1 Dual Ports Installed; 30 of DC Fast Charging Ports Installed; 5 Electric cutaway buses purchased; 8 BEV sedans purchased; 14 BEV SUVs purchased; 1 BEV truck purchased; Staff and contractors hired; At least 35% chargers installed in LIDAC census tracts.	Reduction in cumulative metric tons of GHG emissions by 5,081 from 2025 through calendar year 2030. Reduction in cumulative metric tons of GHG emissions by 32,766 from 2025 through calendar year 2050. Reduction in CAPs: CO ₂ , NO _x , PM, and VOCs.
eBike Incentive Program	At least 50% of enrolled participants are Ventura County farmworkers; 100% of incentives will be for LIDACs residents; 9,720 eBikes purchased; 1669 VMT by eBike per year; 75% survey response that bike trips replaced gas-powered vehicle trips; Improved health outcomes.	Reduction in cumulative metric tons of GHG emissions by 18,096.4 from 2025 through calendar year 2030. Reduction in cumulative metric tons of GHG emissions by 36,271.79 from 2025 through calendar year 2050. Reduction in CAPs: CO ₂ , NO _x , PM, SO ₂ , Lead, and Ozone.

3.B. PERFORMANCE MEASURES AND PLAN

HOME ENERGY SAVINGS PROGRAM: Success of this measure will be tracked through various existing reporting and data tracking mechanisms. To monitor contractor enrollment and community interest in the program, the County will leverage its existing CPUC systems and tools and Salesforce System for the program, which track metrics such as: status of new leads, completed site visits, projects in the pipeline, rebate reservations, kW savings, kWh savings, therm savings, time valuation of the savings, and carbon impacts, installed measures, number of residential units served, and number of hard to reach or LIDAC

properties served. Project metrics are tracked on a monthly basis. Please review the existing Implementation Plans for the [HES Single Family Implementation Plan](#) and [HES Multifamily Implementation Plan](#) for additional details on implementation and tracking. Quarterly reports are submitted to the CPUC California Energy Data and Reporting System (CEDARS) platform. Data available on this site is submitted by 3C-REN through annual budget filings, quarterly savings claims, and monthly report summaries. The platform processes the data through quality checks and validations and automates cost effectiveness test calculations using the Cost Effectiveness Test tool approved by the CPUC. One of the features allows reports to be run that show energy savings, programs costs, and GHG emissions savings. This platform also stores the guidance documents for each EE measure used by the 3C-REN program and spells out how to document and measure savings. This platform is publicly available, and all the data can be accessed at the following link <https://cedars.sound-data.com/>. Another tool used is the Utilities Commission and the Database for Energy Efficient Resources (DEER) which contains information on energy-efficient technologies and measures. It provides estimates of the energy-savings potential for these technologies in residential and nonresidential applications. The Coalition has dedicated funding within the budget to have a qualified contractor assist with quality assurance and quality control of the program delivery, which includes metric tracking.

EV BLUEPRINT IMPLEMENTATION: Success of this measure will be tracked two ways: (1) number of EV charging ports installed, reported annually; and (2) EV charging station utilization, reported annually. EVSE installation progress will be tracked by VCREA through a platform such as Microsoft SmartSheets. Number of ports installed annually will also be tracked and reported. Charging station utilization will be tracked annually by VCREA through reporting by charging station owners. Each charging station is connected to an online platform in which utilization reports can be run as needed. The EV Ready Blueprint Interactive Map, which is a County of Ventura administered visualization tool intended to inform the installation of public EV charging stations in the region, will be updated annually as new charging stations are installed. The Interactive Map will include data from the CFI, CPRG, and REACH 2.0 grants, City and County Building and Safety permit reporting, PlugShare, Southern California Association of Governments, Ventura County APCD, and California Energy Commission reporting. After the Interactive Map is updated, the EV Blueprint Advisory Committee will meet to perform a regional charging station gap analysis and development a regional EV charging station annual prioritization plan. The data gathered from the charging port installation and charging station utilization reporting will be run semi-annually through the [AFLEET Charging and Fueling Infrastructure \(CFI\) Emissions Tool](#) to track GHG emissions reduction progress. The AFLEET CFI Emissions Tool estimates well-to-wheel GHG emissions and vehicle operation air pollutant emissions.

EBIKE INCENTIVE PROGRAM: Success of this measure will be tracked in two ways: (1) an initial qualification survey from interested participants that will ask questions on their modes of transportation as well as how frequent they expect to use the eBike; and (2) follow up surveys to people who purchased the eBikes asking for how often they used their eBikes and their average trip distance. Surveys will be created by VCREA and County of Ventura staff as well as other tracking metrics. Based on survey results, consultants will calculate GHG emissions savings.

3.C. AUTHORITIES, IMPLEMENTATION TIMELINE, AND MILESTONES

ROLES AND RESPONSIBILITIES: As outlined in [Section 1](#), Ventura County Sustainability Division and VCREA have clearly outlined roles and responsibilities to ensure the successful delivery of VCEEI. The County is the lead applicant and coalition member and will be responsible for grant administration and the lead implementor of the Home Energy Savings Program. It will support the EBIke Incentive Program by assisting with setting up project management and administrative systems, creating marketing

materials, leading marketing strategies, and identifying partners. It will support the EV Blueprint Implementation by hiring a technical assistance contractor and leading coordination meetings with the CPRG Advisory Committee. Coalition Member VCREA will be the lead implementor for the EV Blueprint Implementation Program and EBike Incentive Program and support the Home Energy Savings Program by connecting program staff with City contacts to expand program reach and impact.

AUTHORITIES: The County of Ventura has reviewed existing statutory and regulatory authority to implement each selected priority measure. No additional legislation or policies would be required to be adopted and implemented to authorize implementation of the selected measures. The implementing authority for each measure requesting CPRG-I funding are the Cities and County of Ventura. The Home Energy Savings Program will require residents/property owners to grant access to their residences; however since this is a voluntary program, it is anticipate that only those who want to participate will engage and site access will not be a problem. Implementation of EV Blueprint Implementation Projects will also require site access; however, since there is an existing JPA between the County and Cities involved, this is not anticipated to become an issue. See Letters of Support.

TIMELINE AND MILESTONES: The Coalition has experience working together and is poised to deliver the measures within the 5-year project period, starting October 1, 2024. Below is a detailed timeline on implementation of each measure, responsible entities involved in delivery, and associated milestones. Click [here](#) for detailed project timeline.

Table 8. VCEEI Project Timeline and Milestones

VCEEI PROJECTS AND TASKS	LEAD ENTITY	START DATE	END DATE	MILESTONES
Home Energy Savings Program	Ventura County	11/01/24	07/31/29	Incentive Projects Complete: Year 1: 111 MF & 107 SF Year 2: 117 MF & 112 SF Year 3: 122 MF & 117 SF Year 4: 128 MF & 122 SF Year 5: 133 MF & 127 SF
Updating Existing Marketing Materials (funding not requested)	Ventura County	11/01/24	12/31/24	
Marketing Campaign (funding not requested)	VCREA + CBOs + Consultants	01/01/25	07/31/25	
Enroll and Complete Projects	VCREA + CBOs + Consultants	01/01/25	07/31/29	
Evaluate and Report on Progress	VCREA + Consultants	11/01/24	07/31/29	
EV Blueprint Implementation	VCREA	11/01/24	08/15/29	Year 1: 51 Level 2 charging ports installations complete; 1 training hosted; and participation in 4 outreach events. Year 2: 159 Level 2 charging ports and 4 Level 1 charging ports installations complete; 1 training hosted; Annual update of EV Ready Blueprint Interactive Map and EV Charging Infrastructure Prioritization Plan; and participation in 4 outreach events. Year 3: 68 Level 2 charging ports installations complete; purchase of 8 BEV sedans, 14 BEV SUVs, 1 BEV truck, 5 Electric Cutaway Buses complete; 1 training hosted; Annual update of EV Ready Blueprint Interactive Map and EV Charging Infrastructure Prioritization Plan; and participation in 4 outreach events. Year 4: 36 Level 2 charging ports installations complete; 1 training hosted; Annual update of EV Ready Blueprint Interactive Map and EV Charging Infrastructure Prioritization Plan; and participation in 4 outreach events. Year 5: 30 DC Fast charging ports and; 14 Level 2 charging ports installations complete; 1
Procurement	Ventura County	11/01/24	12/31/24	
Hire Personnel (1 position)	Ventura County	11/01/24	12/31/24	
EV Coach/Technical Assistance	VCREA + Consultant(s)	01/31/25	08/15/29	
Engineering/Permits	VCREA + Consultant(s)	01/01/25	06/30/29	
Installation	VCREA + Consultant(s)	03/01/25	07/31/29	
EVSE Annual Trainings	VCREA + Consultant(s)	07/31/25	08/15/29	
EV Blueprint - Regional EV Charging Plan Updates - Annual energy champion meetings	VCREA + Ventura County	02/01/25	08/15/29	
Electrified Transportation Outreach Events	VCREA + Ventura County	04/30/25	05/31/29	
Evaluate and Report on Progress	VCREA + Ventura County	12/01/24	08/15/29	

VCEEI PROJECTS AND TASKS	LEAD ENTITY	START DATE	END DATE	MILESTONES
				training hosted; and participation in 4 outreach events.
eBike Incentives Program	Ventura County	11/01/24	08/31/29	Year 1: Retail partners recruitment, program launched, marketing focus Year 2: 2,430 incentives redeemed and 4 million VMT reduced by bike. Year 3: 4,374 incentives redeemed and 11.3 million VMT reduced by bike. Year 4: 1,944 incentives redeemed and 14.5 million VMT reduced by bike. Year 5: 972 incentives redeemed and 16.2 million VMT reduced by bike.
Contracting	VCREA + Ventura County	11/01/24	12/31/24	
Implementation Plan	VCREA + Ventura County + Consultants	11/01/24	12/31/24	
Administrative System Set Up	Ventura County	11/01/24	12/31/24	
Retail Partners Selected	CBO + County + Consultants	11/01/24	12/31/24	
Creation of Marketing Materials & Annual Refresh	VCREA	01/01/25	02/29/2025	
Marketing Campaign	VCREA	03/01/25	07/31/29	
Community Outreach	CBO + County	03/01/25	05/31/29	
Bike Education Workshops	CBO + County	04/01/25	06/30/29	
Enroll and Complete Projects	VCREA	03/01/25	07/31/29	
Evaluate and Report on Progress	Ventura County + VCREA + Consultants	11/01/24	07/31/29	
Final Report	Ventura County + VCREA	08/01/29	08/31/29	
CPRG-I Administration	Ventura County	10/01/24	09/30/29	Timely Quarterly Reports and Final Report Delivery.
Kick-Off Meeting	Ventura County + VCREA	10/01/24	10/31/24	
Final Meeting	Ventura County + VCREA	09/01/29	09/30/29	
Semi-Annual Progress Reports	Ventura County	10/01/24	09/30/29	
Final Report	Ventura County	08/01/29	09/30/29	

SECTION 4: LOW-INCOME AND DISADVANTAGED COMMUNITIES (LIDAC)

4.A. COMMUNITY BENEFITS

Climate change poses a significant challenge to Ventura County's LIDACs, which are expected to be disproportionately affected through a series of environmental and socio-economic shocks. Due to their constrained resources and limited options, these communities are particularly vulnerable, facing heightened difficulties in avoiding, recovering from, and adapting to the various impacts of climate change. The expected outcomes include increased susceptibility to extreme weather events, health issues, economic instability, and compromised living conditions. VCEEI underscores the urgent need for targeted support and adaptive strategies to mitigate the adverse effects on LIDACs, ensuring equitable access to resources for all community members in the face of escalating climate challenges.

VENTURA COUNTY LIDACS: The County has large areas of low-income communities, as defined by Assembly Bill (AB) 1550, within most of Oxnard, Port Hueneme, West Ventura, and the Santa Clara River Valley, which stretches from East Ventura and Santa Paula to Fillmore and Piru. Within the low-income areas of Oxnard, Port Hueneme, West Ventura, and the Santa Clara River Valley there are now twenty-one census tracts that are also designated as Senate Bill (SB) 535 Disadvantaged Communities under CalEnviroScreen 4.0 with a score of 75 percent or higher. This is an increase of thirteen newly designated Census tracts as compared to the eight census tracts with a CalEnviroScreen 3.0 score of 75 percent or higher. Moreover, there are 40 disadvantaged census tracts in Ventura County as defined by the federal

Justice40 Initiative. These Justice40 communities are distributed across both urban and rural areas within the County. These areas include Oxnard, Port Hueneme, West Ventura, and the Santa Clara River Valley, and communities in Moorpark, Thousand Oaks, and Simi Valley. Burden indicator categories of Ventura County’s Justice40 defined disadvantaged communities include climate change, health, housing, legacy pollution, transportation, wastewater, and workforce development. Figure 1 is a map of the LIDAC census tracts found within the County of Ventura. See larger map [here](#).

Ventura County has a large Hispanic or Latino population (43% of the County)³³ with a significant population of indigenous people from Mexico. A large percentage of the indigenous immigrants from Mexico speak Mixtec, an indigenous language. According to the Mixteco/Indígena Community Organizing Project (MICOP), there are more than 20,000 indigenous people from Mexico that are living and working primarily in Ventura County. Mixtecs make up the largest proportion of the region’s indigenous population but there are also Zapotecs, Purepecha, and others indigenous peoples from Mexico that live in Ventura County. Of the 20,000 indigenous people from Mexico in Ventura County, an estimated 17,000 work in agriculture. The County’s Mixteco population is primarily employed in the agricultural sector, earning meager seasonal wages with few, if any, employee benefits. As a result, they are amongst the most marginalized communities in the region.

VCEEI measures are offered countywide, and it is anticipated that those residing in LIDAC communities will have the opportunity to not only participate in the programs being offered, but also directly and indirectly benefit from them. See the list of CEJST Census Tract and EPA’s EJScreen Census Tract that will benefit from VCEEI in the application in file name entitled: [Areas_CountyofVentura.xlsx](#).

The **HOME ENERGY SAVINGS PROGRAM** focuses on ensuring low-income residents can afford the transition to electrified heating/cooling systems, water heaters, and appliances without bearing additional costs. Nearly one in four households nationwide experience high energy burden, and as a result nearly 20% fell behind on energy bills in 2022.³⁴ Targeting those in affordable housing, this measure is crucial for mitigating these energy and cost burdens that disproportionately impact low-income households, which experience energy burden at three times the rate of non-low-income households.³⁵ Residents in affordable housing units will benefit from upgrades aimed at reducing indoor air pollution, thereby enhancing overall community health and contributing to lower GHG emissions. These improvements not only promise individual health benefits but also play a crucial role in mitigating climate hazard impacts globally. Over the course of the CPRG-I grant, an estimated 111 MFH units and 585 additional SFHs will be served through this program, resulting in a combined estimated 5,388 cumulative metric tons of GHG emissions reduction from 2025 through 2030. Of the additional units served, the County will prioritize HTR/LIDACs and estimates 40 percent of completed units will be within HTR/LIDAC areas. The Coalition will be able to track HTR/LIDAC engagement and measurements through existing CPUC Systems and Salesforce Tools which can report on the number of HTR/LIDAC properties served. See Section 1 for the definition of HTR and Section 3 for details on program outcomes, outputs, and tracking measures.

The success of this initiative hinges on targeted outreach to identify and overcome electrification barriers, particularly for LIDACs which may struggle with the financial burden of electrical upgrades and

³³ American Community Survey Quickfacts, Ventura County, CA.

³⁴ Department of Energy: [Affordable Home Energy Shot](#).

³⁵ Energy Star: [Affordable Housing Community](#).

potential rent increases. Critical to this project's success will be addressing the electrification challenges of various housing types. In addition, addressing deferred maintenance and health and safety concerns (e.g., lead, asbestos, mold) is essential before proceeding with decarbonization updates. To offset this, the project will provide targeted rebates and incentives for landlords to offer free electrification upgrades without passing costs to renters.

The greatest risk to implementation is lack of enrollment in incentive programs by LIDAC populations and qualified contractor concerns. These risks will be mitigated through: (1) deploying a robust and well-established community outreach and education campaign; (2) leveraging existing CBO partners that have ties with LIDAC populations; and (3) leveraging workforce training programs such as 3-CREN's Building Performance Training (BPT) program.

The **EV BLUEPRINT IMPLEMENTATION** seeks to expand Ventura County's charging infrastructure in LIDACs, areas with dense MFH, and major workplaces. This transition to ZEVs, supported by clean energy from Clean Power Alliance (CPA), the Community Choice Energy provider for Ventura County, and Southern California Edison (SCE), the Investor-Owned Utility delivering electricity to Ventura County's, aligns with state mandates for all light-duty vehicles to be zero-emission by 2035 and mid- to heavy-duty vehicles by 2045, facilitating a broader shift towards sustainable transportation.

LIDACs disproportionately suffer from transportation-related environmental pollution and are more likely to have closer proximity to major roadways.³⁶ Introducing cleaner, ZEVs and expanding EV charging infrastructure aims to mitigate this by reducing GHG emissions, thereby enhancing air quality and improving residents' health and quality of life, particularly in high-density, MFH areas. Approximately 35 percent of the proposed publicly assessable EV Chargers are located within LIDAC census tracts. Decreasing the use of gasoline and diesel in these areas will lower air pollutants like NOx and particulate matter, offering significant health co-benefits, especially for those living near highways.³⁷ Over the course of the CPRG-I grant 184 publicly accessible EV charger stations (362 charging ports) will be installed, resulting in an estimated 5,081 cumulative metric tons of GHG emissions reduction from 2025 through 2030.

The greatest risk to this project component is lack of EV vehicle ownership. Funded through other grants and local and state funds, Ventura County and VCREA are engaged in a robust education campaign to assist LIDACs understand the benefits of investing in EVs (see following subsection for more details).

The **T2 – EBIKE INCENTIVE PROGRAM** focuses on promoting and expanding multi-modal transportation options in LIDACs. eBikes can provide more transportation opportunities and lower the cost-burden associated with travel.³⁸ Providing incentives supports the progression of equitable transportation access since low-wage earners, such as restaurant employees, farmworkers, or those in the hospitality industry, frequently need timely access to transportation on a different schedule than 9-5 commuters.

³⁶ American Lung Association: [Who is Most Affected by Outdoor Air Pollution?](#)

³⁷ National Resources Defense Council: [Study: Electric Vehicles Can Dramatically Reduce Carbon Pollution from Transportation, and Improve Air Quality](#) (2015)

³⁸ Headland (2023). [Small But Mighty: Electric Bicycles Can Bridge Gap in Access to Transportation](#). National Renewable Energy Laboratory.

This measure is expected to increase mobility options and reduce GHG emissions – a National Renewable Energy Laboratory (NREL) study showed cargo eBikes produced 0-3 grams of CO₂e emissions per mile compared to 350 grams by a crossover SUV.³⁹ With eBikes, residents have the potential to decrease their percentage of trips made by a vehicle and increase their percentage of trips made by bicycle improving the health and quality of life for communities along high-volume roadways, which predominantly are in LIDACs.

Over the course of the CPRG-I grant, 9,720 bike incentives will be distributed, resulting in an estimated 18,096.4 cumulative metric tons of GHG emissions reduction from 2025 through 2030. The program will target the approximately 36,000 farm workers with an annual household income at or below 120 percent of the area median income or for those residing in a disadvantaged or low-income community based on CalEnviro Screen 4.0. The Coalition will be able to track LIDAC engagement through this project and measure through incentives enrollment address and follow-up surveys. See Section 3 for details on program outcomes, outputs, and tracking.

The measure's greatest risk is lack of enrollment in incentive programs by LIDAC populations. These risks are mitigated through: (1) deploying a robust community outreach and education campaign; and (2) leveraging existing partnerships with CBOs that have ties with LIDAC populations.

For information on quality jobs please refer to [Section 5](#).

4.B. COMMUNITY ENGAGEMENT

VCEEI will leverage existing outreach efforts as well as host and participate in new community engagement events to ensure robust, meaningful, and culturally appropriate community engagement throughout all phases of the project. VCEEI has assembled a multi-lingual key staff team (see [Section 6](#)), prioritizing the linguistic needs of the Ventura County. The following are steps VCEEI will take to guarantee inclusive community engagement:

The **HOME ENERGY SAVINGS PROGRAM** builds off on-going successful community engagement work, by committing to holding four informational program webinars and eight outreach events to encourage contractor enrollment in the program. Residents will be engaged through email outreach, participating in informational program webinars and community events, and energy-saving information publicized on 3C-REN and partner websites. The program will support contractor engagement with LIDAC customers by recruiting Spanish speaking contractors (3C-REN staff educate and recruit contractors for the program with bilingual outreach at supply houses and other industry events) and have Spanish language outreach material in addition to bilingual staff with knowledge about program. The 3C-REN website has a Spanish option and publicized information will also be translated so that it is easily accessible to our Spanish speaking communities. CPRG-I funds are not being requested for community engagement efforts. Instead, Ventura will leverage the existing engagement strategy available through 3C-REN program. As part of the 3C-REN program's outreach and engagement initiatives, staff routinely table at events like Farmers Markets, Earth Day celebrations, and other local gatherings. Additionally, they maintain a table in front of hardware stores in LIDACs where they may recruit contractors for the initiative and exchange information. At these interaction opportunities, staff members who speak Spanish are present.

³⁹ Ibid

The **EV BLUEPRINT IMPLEMENTATION** leverages the recently secured US DOT CFI and CEC REACH 2.0 grant, which fund a full time EV Coach’s contract for five years and a part-time EV Coach that will engage with local businesses, residents, and CBOs for at least five years to help them navigate EV adoption and deployment of charging infrastructure. Moreover, the EV Coach will be tasked with offering individualized purchase guidance, organizing EV outreach events, gathering feedback from the community through “House Meetings”, and being a resource to the community, cities, and businesses. The CPRG-I grant will leverage the planned outreach to help inform project deployment.

To ensure EV deployment is meeting the regions need, the Coalition has budgeted to participate in annual electrified transportation outreach events including Drive Electric Earth Month, CycleMAYnia, National Drive Electric Week, and Clean Air Day to educate the community on EV efforts and the benefits of going electric. This will ensure exposure to a diverse set of individuals to promote the programs and receive community feedback on EV needs. A total of \$150,000 over 5-years has been dedicated towards this activity.

Further, the Coalition has committed to hosting annual energy champion meetings to review the [EV Ready Blueprint Interactive Map](#) and receive community input and coordination on where EV Infrastructure should be prioritized next. This will facilitate regional deployment of EV infrastructure based on City and Community member direct input and keep all stakeholders informed and engaged throughout the project. A total of \$100,000 over 5-years has been dedicated towards this activity.

The **T2 – EBIKE INCENTIVES PROGRAM** will engage with CBOs to attend community events and disseminate marketing material to promote the new program. The Coalition has identified the following CBO partners: Bike Ventura County, Ventura County Human Services Agency Farmworker Resource Program, Mixteco Indigena Community Organizing Project (MICOP), and the Central Coast Climate Justice Network that have deep roots and success with engaging LIDAC communities within the County. The new program budget includes CBO incentive payments, totaling \$380,000 over 5-years, to assist with organizing community events workshops, surveys and educational pop-ups, as well as translating documentation and other deliverables into other languages. Events will particularly focus on engaging priority groups, including the elderly, low-income households, agricultural workers, and undocumented households. See the Letters of Commitment attachment for additional information.

SECTION 5. JOB QUALITY

Ventura County has a history of demonstrated commitment to ensuring job quality, strong labor standards, and developing a diverse, highly skilled workforce. The Ventura County Workforce Development Board (WDB) has a Clean/Green Working Group that has met for more than nine years. The Working Group meets every other month and brings together members from industry, labor, education, CBOs, agriculture, the Port of Hueneme, local government, CPA, city-and county-staff, and others to analyze job quality and job access in key industries and occupations involved in climate change mitigation in alignment with California’s High Road job and Action plan for 2030. VCEEI will invest in occupations that emphasize job quality, fair pay, and equitable labor standards in the following ways:

The Coalition will require **EV BLUEPRINT IMPLEMENTATION** infrastructure installation contracts have a provision requiring the hiring of a minimum 35 percent of local labor and a minimum of 15 percent apprenticeships from within Ventura County. The bid specifications will also include a 5 percent cost preference for Disadvantaged Business Enterprises, and minority or women-owned businesses.

Further, the **EV BLUEPRINT IMPLEMENTATION** Project has also included funding to host four **Electric Vehicle Supply Equipment (EVSE) Field Technician Certification training** courses over the 5-year project period. Each training will be able to accommodate up to 15 individuals. This Certification program defines the prerequisite education, knowledge, and skills needed to effectively perform the role of a technician responsible for the maintenance and repair of electric vehicle supply equipment. Certification is an important tool for those who hold it, as well as for employers and potential employers. The training consists of 7 domains: (1) Electrical Codes & Safety; (2) Electrical Energy Fundamentals; (3) EV's and Batteries; (4) Charging Stations & EVSE; (5) Commissioning; (6) Preventative Maintenance; and (7) Key Terms & SAE Test Preparation. Total cost budgeted for training is \$200,000.

The VVCAI will also leverage existing workforce and job quality programs, including the following:

The project will leverage the **Electric Vehicle Infrastructure Training Program (EVITP)**, a brand-neutral, federally recognized program that trains electricians to install and maintain EVSE infrastructure. In early 2023, the County of Ventura launched a scholarship that covers the cost of EVITP training for eligible applicants. This grant application proposes the expansion of this project through a partnership with the local electrician union, International Brotherhood of Electrical Workers (IBEW) 805, ensuring that our workforce is prepared to keep up with vehicle charging needs of the region.

3C-REN's successful **Building Performance Training (BPT)** program is a Workforce, Education and Training (WE&T) program that achieved 200 percent growth between 2019 to 2021 in both the total number of events held (from 18 to 54) and the total number of event attendees (from over 350 to over 1,100). The success of this program is due in large part to effective collaboration with over 35 unique partners, from contracted trainers that engage attendees with their expertise to industry associations and nonprofits that promote 3C-REN events to their networks. The proposed CPRG-I expansion to the HES Program will continue to work with 3C-REN's BPT program, which is well connected to workforce programs in the region to ensure a skilled labor workforce.

The WDB in conjunction with local labor has developed a successful pre-apprenticeship pathway to employment in the building and construction trades. A two-year grant was just completed, and the program had 99 enrollments and 89 graduates (90% graduation rate) through five cohort groups. Based on this success, they have been awarded an additional \$4,246,962 for three years to expand. The program is free to all candidates and comes with supportive services, including stipends. This programming benefits the County's proposed CPRG-I expansion of the HES Program to ensure an adequate labor pool to implement EE projects.

Included within the County's recently awarded US DOT CFI Discretionary Grant is funding to deliver in-person training to emergency responders in the region to develop participants' skills in safely dealing with emergency situations involving alternative fuel passenger vehicles, trucks, buses, and commercial fleet vehicles. This new training benefits the County's proposed CPRG-I EV Blueprint Implementation efforts by ensuring first responders will be properly trained to deal with incidents involving EVs.

SECTION 6. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

6.A. PAST PERFORMANCE AND 6.B. REPORTING REQUIREMENTS

The County of Ventura has extensive experience managing grants, leading Coalitions, and working in partnership with VCREA. Relevant recent examples of grant successes include:

Grant Type: California State | **Grant Name:** 2022–2023 Sustainable California Libraries Projects | **Project Name:** Ventura County Library: The Explore, Discover, Connect — Sustainable Living Practices | **Project Overview:** This \$30,000 grant funded (1) a sustainability presentation series on building efficiency, Green Business certification, and electric vehicle incentives and purchasing guidance, (2) achieving Green Business Certification for El Rio, Piru, and Saticoy Libraries and (3) expanded the Library of Things to include toolkits on EE, induction of cooktops to support sustainability, and water conservation. The Sustainability Division partnered with VCREA to deliver electric vehicle outreach in the form of presentations on rebates and incentives by the EV Coach, a car demo of the Chevy Bolt, and materials for children on the benefits of electric vehicles. In total there were 1,612 event attendees and 38 circulations of the toolkits. | **Funding Agency Contact:** Julianna Robbins; julianna.robbs@library.ca.gov | **County Project Manager:** Mireille Vargas; mireille.vargas@ventura.org | **Reporting Requirements:** The County successfully submitted timely reports on the progress at the start, middle, and end of the award period. The expected outputs and outcomes were achieved.

Grant Type: California State | **Grant Name:** 2019-2020 Sustainable Agricultural Lands Conservation (SALC) Planning Grant | **Project Name:** Ventura County Agricultural Conservation Planning | **Project Overview:** This \$250,000 grant funded a series of reports and assessments, culminating in the Ventura County Resilient Agricultural Lands Initiative (RALI). The [RALI](#) provides a strategic plan to enhance and identify interventions to minimize the impacts of climate change and risks to agriculture’s long-term viability. | **Funding Agency Contact:** Melinda Kelley; Melinda.Kelley@conservation.ca.gov | **County Project Manager:** Alec Thille; alex.thille@ventura.org | **Reporting Requirements:** The County successfully submitted timely progress reports and project closeout report. The mutually agreed upon deliverables were successfully completed. The expected outputs and outcomes were achieved.

Additionally, the County recently secured funding through the following projects:

Grant Type: Federal Grant | **Assistance Agreement Number:** Pending Contract | **CFDA:** 20.205 | **Grant Name:** FY 2022 and 2023 Charging and Fueling Infrastructure Discretionary Grant Program | **Project Name:** Powering Progress: Building Sustainable Mobility and Energy Resiliency in Ventura County | **Project Overview:** Ventura County, California will receive \$12 million to construct East and West County EV charging centers, off-grid EV charging with solar battery storage, and 42 fast charger and 148 Level-2 charger ports countywide. Additionally, the project promotes multi-modal transportation opportunities, creates EV workforce development programs, outreach to marginalized communities, and invests in pedestrian-safety infrastructure upgrades. Work for this initiative is proposed to start in September 2025, pending grant agreement execution. **Funding Agency Contact:** Antonio Johnson; Antonio.Johnson@dot.gov | **County Project Manager:** Heather Allen; Heather.Allen@ventura.org

Grant Type: California State | **Grant Name:** GFO-22-614 — Reliable, Equitable, and Accessible Charging for Multifamily Housing 2.0 (REACH 2.0) | **Project Name:** Equitable Charging Access for Renters in the 805 Region (E-CAR 805) | **Project Overview:** The California Energy Commission has recommended that the E-CAR 805 Project receive \$3.85 million in funding for deployment of EV charging infrastructure at multifamily housing (MFH) sites throughout the counties of Ventura, Santa Barbara, and San Luis Obispo. The E-CAR 805 initiative is partnership between VCREA, 3C-REN, University of California, Santa Barbara, Cities of Santa Barbara and Ventura, County of Santa Barbara, and San Luis Obispo Air Pollution Control District. The initiative proposes to install 225 charging stations at 67 MFH sites throughout the tri-counties; his includes 49 charging stations at seventeen MFH sites in Ventura County. The initiative also includes funding for EV-related outreach to MFH property owners and tenants. Work on the initiative is proposed to start in May 2024 pending grant agreement execution. | **Funding Agency**

Contact: Sarah Birnbaum; Sarah.Birnbaum@energy.ca.gov | **County Project Manager:** Heather Allen; Heather.Allen@ventura.org

The County's achievement in executing projects funded by grants is attributed to its cross-functional team strategy. A Project Manager, with relevant subject matter experience, is designated for each project. This Project Manager is accountable for ensuring project delivery and serves as the primary liaison with the grantor agency and project delivery partners. The Project Manager collaborates with the respective Director and provides updates on project progress and necessary reports. The Project Manager receives support from County finance staff and competitively selected consultants/contractors based on their qualifications to ensure successful project delivery. All partners and consultants engaged in the project have clearly defined roles, responsibilities, and deliverables.

6.C. STAFF EXPERTISE

The County of Ventura's Sustainability Division's mission is to establish Ventura County, its communities, and neighboring regions as leaders in developing and implementing sustainable initiatives that support sensible growth, healthy environment and economy, enhanced quality of life, inclusion and equity, and greater self-reliance for the region. Accomplishments by the Division in 2022 include investing nearly \$4.1 million in the tri-county region to deliver energy-saving programs and industry training through 3C-REN. These initiatives, which included over 100 events across three programs—Building Performance Trainings, Home Energy Savings, and Energy Code Connect—aimed to reduce energy use, bolster the local job market, and support climate goals. 3C-REN hosted 23 events in Spanish, certified 22 individuals through the Passive House Network, and enrolled nine people in a HERS Rater certification program. The network also collaborated with 52 organizations to deliver 51 workforce development events, ranging from instructor-led sessions to promotional partnerships. Further in 2022, the Sustainability Division directed \$5.25 million in funding towards Climate Action Plan (CAP) Implementation. Since the adoption of the County's Climate Action Plan in 2020, 38 of the 76 (50%) CAP-related programs are underway or completed. The division hosted and promoted 35 events, reaching over 600 community members, children, nonprofits, and County employees.

In 2022, VCREA worked to further implement the 'Ready, Set, Go Electric Ventura County EV Blueprint' grant, aimed at expanding electrified transportation in the region. The project, funded by \$2.5 million from the California Energy Commission's Clean Transportation Program and a \$1.4 million match from five grant partners, has made significant strides. Over 1,800 community members, students, and teachers have been reached through electric vehicle educational events. In collaboration with the County's 3C-REN programs and local libraries, VCREA offers DIY Home Energy Saving Toolkits and Induction Cooktops for residents to use at home.

The CPRG-Implementation Project leverages the successes and experiences of the County's current team in project delivery. Key staff that will be implementing this project include:

Heather Allen | VCREA/CAP Program Administrator - Since 2015, Heather has been a key player in the Sustainability Division, with 16+ years of experience in local government, focusing on energy, climate programs, and electrified transportation. She secured funding for the initial EV Blueprint and led the region into the successful implementation of several regional initiatives like establishing an EV coach; increasing EV access and adoption, especially at workplaces and among LIDAC households; and the design of local EV-focused workforce development and training. Heather has been the lead in several grant applications and the implementation of such projects including a \$2.5 million grant to implement the Ventura County Electric Vehicle Ready Community Blueprint. Heather will be responsible for

implementation of the EV charging stations and vehicles and will oversee the EV Coach to be hired through this program. Her time will equate to 0.8 FTE through the grant period.

Victor Briones | VCREA/CAP Program Administrator (Spanish Speaking Staff) - Victor joined the County in 2021 and the Sustainability Division in 2023. He holds a UC Santa Barbara Environmental Studies degree. As part of the Climate Action Plan team, he focuses on sustainable initiatives to lower greenhouse gas emissions and fight climate change. Victor has successfully managed the submittal of the CPRG planning grant, the RFI process and the completion of the PCAP. He will be the lead project manager for the CPRG implementation grant. Victor will oversee the implementation of all aspects of the grant activities, quarterly reports, budget, management and oversight of consultants. He will also manage the Advisory committee. His time will equate to 0.9 FTE through the grant period.

Alejandra Tellez | Ventura County Sustainability Officer (Spanish Speaking Staff) - Since joining the County in 2003, Alejandra has led its sustainability efforts from a \$1 million grant for an energy action plan to managing a dedicated division as Sustainability Officer. She oversees the 3C-REN, VCREA, and Climate Action Plan, with a team passionate about their environmental impact. She has direct oversight of the portfolio of EE programs, preparation of regulatory filings, and supervision of development and implementation of reporting and compliance, evaluation, verification and measurement activities and collaborations. She is a member of the California Energy Efficiency Coordinating Committee (CAEECC). As the Sustainability Officer, Alejandra will oversee the progress of the CPRG-I Grant and provide support to the lead project manager as needed. Her time will equate to 0.1 FTE through the grant period.

Mireille Vargas | CAP Program Administrator (Spanish Speaking Staff) - Mireille works on implementing the County of Ventura's Climate Action Plan to reduce the region's greenhouse gas emissions and adapt to climate change. She holds a degree in Earth Systems and Data Science from Stanford University. Mireille will support the project manager on progress reporting and project management of the eBike incentive program. Mireille oversees and implements several programs of the Climate Action Plan; she is the lead contact in the county for all programs and successfully launched the electronic Climate Action Plan reporting and tracking tool. She has experience in organizing outreach events regarding active transportation, engaging with communities in LIDAC areas on climate adaptation efforts, and climate action planning. Her time will equate to 0.5 FTE through the grant period.

Erica Helson | 3C-REN Portfolio Manager - Erica joined the Sustainability Division in August of 2019. As Portfolio Manager for 3C-REN, she helps deliver energy savings programs that provide rebates to local residents, as well as workforce training and energy code support to industry professionals across the Tri-Counties. Erica has a master's degree in environmental science & policy, and experience working in the public, private and non-profit sectors on renewable energy, battery storage, energy efficiency and resiliency. Erica will be the lead for the Home Energy Savings program. Her time will equate to 0.3 FTE through the grant period.