Comments Submitted by Christine Viterelli Grant Writer for the City of Arvin, Kern County, CA., located in the SJVAPCD

**RE: Cycle 2 ZEV Investment Plan**

I have had the opportunity to review the Cycle 2 ZEV Investment Plan Guidelines and respectfully submit my comments as follows:

**1)** **4-6 million for transit is not enough funding to be effective.** The average electric bus costs 700-900K. I request that you increase that amount given the heft expense of electric buses and the necessary charging station infrastructure. On average an effective bus project request that will have an impact in a disadvantaged community will likely require a grant request for 1.5-2.5 million or more depending on the number of buses funded.

**2)** **5 Million is not enough for renewable projects.** The average solar covered parking for transit or workplace charging stations will cost approximately 1 million per facility. The average microgrid will cost 2-3 million per grid. The current Cycle 2 ZEV guidelines will only support 2-3 transit projects and 2-3 renewable projects in California.

**3)** **Rural Communities are the backbone of support to metropolitan areas** and rural communities tend to have more Disadvantaged Communities in their area, with the lack of financial resources, environmental contamination, and extremely poor air quality, especially in the Central Valley. Therefore, I would request a more reasonable distribution of funds split between the rural and metropolitan areas.

**4)** **While media is important, what are we promoting if we are not first putting into place the necessary charging stations, infrastructure and programs to make EVs more accessible to impoverished communities?** I request that some of the media funding be used to fund bus, and renewable projects, as well as additional rebates for EV purchases in disadvantaged communities and for commuters who **regularly travel into disadvantaged communities**.

5) **Perhaps the Cycle 2 ZEV Investment program should have a discretionary funds component** that would allow for the funding of a project that falls into an eligible category that is underfunded or overly subscribed to.

**5) General ARB comment:** **EV programs keep missing the mark on commuters who travel into non-attainment areas and leave their air contaminants behind.** I’d like to see a rebate program for Electric vehicles developed specifically for commuters, and distribution providers who travel regularly from attainment areas into non-attainment air districts. We all share the same air eventually and therefore a multi-regional air district approach would be more effective.

**6) General ARB comment: Disadvantaged Community residents need more purchasing power for Electric Vehicles and Hybrids.** When the average community member’s salary is well below the State’s median income they will continue to purchase used vehicles that are not electric until incentives are great enough to buy down the actual cost of EVs and Hybrid electric vehicles.