

Legislation Details (With Text)

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Title: RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO AUTHORIZING A GRANT APPLICATION FOR \$5,000 FOR ONE DUAL-PORT ELECTRIC VEHICLE CHARGING STATION TO BE INSTALLED AT CITY HALL AND RATIFYING THE TRANSPORTATION FUND FOR CLEAN AIR FUNDING AGREEMENT WITH THE WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE FOR \$6,000 TO PURCHASE AND INSTALL TWO DUAL-PORT ELECTRIC VEHICLE CHARGING STATIONS AT THE NEW CITY OF SAN PABLO CITY HALL

Sponsors:

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Attachments: 1. RESO. 2019-010 WCCTAC EV Funding.pdf, 2. WCCTAC Funding Agreement, 3. WCCTAC Funding Agreement Attachments

Date	Ver.	Action By	Action	Result
1/23/2019	2	City Council	adopted	Pass

PREPARED BY: SARAH KOLARIK

DATE OF MEETING: 01/22/19

SUBJECT:

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO AUTHORIZING A GRANT APPLICATION FOR \$5,000 FOR ONE DUAL-PORT ELECTRIC VEHICLE CHARGING STATION TO BE INSTALLED AT CITY HALL AND RATIFYING THE TRANSPORTATION FUND FOR CLEAN AIR FUNDING AGREEMENT WITH THE WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE FOR \$6,000 TO PURCHASE AND INSTALL TWO DUAL-PORT ELECTRIC VEHICLE CHARGING STATIONS AT THE NEW CITY OF SAN PABLO CITY HALL

CITY MANAGER RECOMMENDATION

Adopt Resolution

COMPLIANCE STATEMENTS

Economic Development - Housing Programs/Projects - New City Hall Project (Plaza San Pablo - Lot 6) is an adopted policy item under the FY 2018-21 Council Priority Workplan, effective November 1, 2017.

CEQA Compliance Statement

The first action regarding the grant application is categorically exempt under the California Environmental Quality Act, Section 15301c of the CEQA Regulations, Existing Facilities. A Notice of Exemption will be filed with the Contra Costa County Clerk. The second proposed action involves the installation of two electric vehicle charging stations as part of the New City Hall Project (the Project). The physical impacts of construction and operation of this Project were determined to be consistent with the San Pablo General Plan and the San Pablo Avenue Specific Plan (SCH#2010112062) on June 7, 2017; thus, additional environmental review was not required. The

San Pablo Avenue Specific Plan Environmental Impact Report (EIR) is a program EIR, pursuant to CEQA Guidelines Section 15168. No substantive changes have occurred with the design of the Project; therefore, no further environmental review is required.

BACKGROUND

Since opening for public usage in February 2014, the two electric vehicle (EV) charging stations located outside of the existing City Hall have experienced steadily increasing total usage:

Year	Total Usage (MWh)	Average daily utilization (hrs.)
2014	17.69	7.1
2015	22.77	12.0
2016	24.97	10.2
2017	32.41	13.0
2018	41.43	15.1

Due to the increase in EV charging station usage, the Public Works Department has identified a grant from Marin Clean Energy that will fund \$5,000 to purchase and install a new dual-port electric vehicle (EV) charger at City Hall. The steady increase of usage now indicates that the current dual-port EV charger no longer meets the demands for EV charging at City Hall. The grant will provide approximately one-third of the cost to purchase and install the second charger at City Hall. The second charger is anticipated to meet the demands for EV charging until the new City Hall is constructed, and additional EV chargers will be available as described below.

The City has investigated funding opportunities to expand the number of charging stations as part of the New City Hall Project (the Project). The Project is designed to have 120 parking spaces. California's 2016 Green Building Standards (CALGreen) Code requires parking lots with between 101 and 150 spaces to have 11 dedicated "clean air" vehicle parking spaces-to serve low-emitting, fuel-efficient or carpool/van pool vehicles-and 7 "EV-ready" parking spaces to facilitate future installation of electric vehicle supply equipment (EVSE), i.e. EV charging stations. EV-ready parking spots are required to have the conduit and wire necessary for EVSE and a dedicated electrical circuit with sufficient capacity for EVSE.

In the Request for Proposals released on October 30, 2017 for the Project, the City included the purchase and installation of two dual-port charging stations to serve four (4) of the EV-ready parking spaces as part of the required design elements.

To accommodate the increased number and usage of City fleet and staff EVs (there are currently 11 EV vehicles associated with fleet and City staff), and capitalize on available outside EVSE funding opportunities, the EVSE programmed to be installed at the new City Hall was increased to serve all eleven (11) of the dedicated clean air vehicle parking spaces. The EVSE will be provided through five (5) dual-port charging stations and one (1) single-port charging station. The installation of EVSE above required CALGreen Code also supports the greenhouse gas reduction strategies and goals outlined in the City's Climate Action Plan (Strategy B1: "Integrate energy efficiency and other green building practices into new City facilities"; T1: "Establish energy efficiency fleet management and operation practices"; T2: "Provide for alternative transportation options for all City employees").

Of the eleven (11) ports, two (2) ports will serve City fleet EVs only, one (1) port will serve handicapped EVs only, and the remainder will serve City staff EVs and general public EVs.

The Bay Area Air Quality Management District (BAAQMD) levies a fee on motor vehicles registered within its jurisdiction and uses those fees to implement mobile source and transportation control projects that result in surplus emission reductions, in part through the Transportation Fund for Clean Air ("TFCA") grant fund. The West Contra Costa Transportation Advisory Committee (WCCTAC) is authorized by BAAQMD to identify projects that are eligible for funding from the TFCA Program and to disburse TFCA funds to such projects.

Grant funding from WCCTAC will defray a portion of the costs for the purchase and installation (e.g. labor charges, equipment rental) of two EV charging stations that are accessible to the general public. Key City requirements include operating and maintaining the charging stations for at least 3 years after the charging stations have been placed into public service (see attached Funding Agreement), ensuring that usage requirements (14,400 kilowatt hours per dual-port station per year) are met, and acknowledging WCCTAC funding for the funded EVSE.

The Funding Agreement was negotiated in 2018, to ensure funding availability, and was reviewed and signed by the Public Works Director on November 15, 2018.

FISCAL IMPACT

There are no financial transactions associated with the approval of a grant application. This item requests approval for the application for a \$5,000 grant to partially fund one dual-port charger to be installed at City Hall immediately, as well as to ratify the funding agreement for \$6,000 from WCCTAC for the purchase and installation of two dual-port EV charging stations through the TFCA grant fund.

The remaining costs for the new installation at City Hall will come from Public Works' operating budget.

Grant funding from WCCTAC shall not pay for more than 75% of EV charging station equipment purchase and installation costs. Thus, there is an implied cost burden on the City of at least 25% (or \$2,000) of the costs of the EV charging station equipment purchase and installation costs. Since the 11 ports are estimated to cost a total of \$90,590 the City will meet the match requirement. The EV charging stations are considered part of the New City Hall Project, rather than an additional funding request from the General Fund.

Once grant funding is secured for both the current City Hall and new City Hall EV charging station projects and project costs have been adequately calculated, staff will return to City Council to appropriate necessary funding.

ATTACHMENTS

1. RESO. 2019-### WCCTAC EV Funding
2. WCCTAC Funding Agreement
3. WCCTAC Funding Agreement Attachments