

Agenda Date: December 17, 2015
Agenda Placement: Regular
Estimated Time: 15 Minutes
Continued Item: Yes

Board Agenda Item

TO: Air Pollution Control District Board

FROM: Dave Van Mullem, Air Pollution Control Officer

CONTACT: Jim Fredrickson (961-8892)

SUBJECT: Electric Vehicle Charging Station Infrastructure Program Modifications

RECOMMENDATION:

1. Adopt the resolution included as Attachment 1, which contains the following action items for the Electric Vehicle Charging Station Infrastructure Program (EV program):
 - a. Modify the EV program authorized by Board Resolution 11-05, May 19, 2011, as modified by Board Resolution 12-03 on March 15, 2012, to delegate authority to the Control Officer to approve grant agreements for the purchase and/or installation of Electric Vehicle Charging Stations, as follows:
 - i. Grants for Level 2 Electric Vehicle Charging Stations to public entities or tax-exempt nonprofit organizations: up to \$10,000 per charging station (where a single charging station may have one or more charging ports);
 - ii. Grants for Level 3 Electric Vehicle Charging Stations (DC fast charger) to public entities or tax-exempt nonprofit organizations: up to \$20,000 per charging station (where a single charging station may have one or more charging ports);
 - iii. Grants for Level 2 Electric Vehicle Charging Stations to private entities: up to \$7,500 per charging station (where a single charging station may have one or more charging ports); and

- iv. Grants for Level 3 Electric Vehicle Charging Stations (DC fast charger) to private entities: up to \$15,000 per charging station (where a single charging station may have one or more charging ports).
 - b. Modify the EV program to delegate authority to the Control Officer to enter into grant agreements to provide funding to public entities, tax-exempt nonprofit organizations, and private entities for the Electric Vehicle Charging Station Infrastructure Program;
 - c. Modify the EV program to require that EV charging stations adhere to the Board-approved siting requirements, including the requirement that the stations remain operational and publicly accessible 24 hours per day, every day, with the exception of unforeseen closures due to safety, security, or maintenance concerns;
 - d. Modify the EV program to require that grantees shall publicize the location of EV charging stations that are funded by the program; and
 - e. Modify the EV program to have a Standard Grant Agreement for public entities and a separate Standard Grant Agreement for private entities or tax-exempt nonprofit organizations.
- 2. Modify the EV program to increase the overall budget for the program from the original \$100,000 approved in 2011 (Board Resolution 11-5, May 19, 2011) to \$300,000. The total dollar amount of all EV Program grants approved by the Board over the lifetime of the program shall be within the budget authorized by the Board.
- 3. Modify the EV program to have the following spending authority limits, within the \$300,000 overall program budget:
 - a. The sum of all private entity grants shall not exceed \$50,000;
 - b. The sum of all private entity and tax-exempt nonprofit organization grants shall not exceed \$100,000 combined; and
 - c. The sum of all public entity grants shall not exceed \$300,000.

SUMMARY:

On August 20, 2015 your Board received a presentation on staff's proposed modifications to the District's Electric Vehicle Charging Station Infrastructure Program (EV program). During the presentation, Board members expressed concern about certain aspects of the grant program, and there was discussion amongst Board members and District staff about how to address those concerns. A motion was passed to continue the item and for District staff to return with additional changes to the program that would address Board member concerns.

DISCUSSION:

Following is a list of the major concerns that were expressed at the August 20, 2015 Board meeting, as well as staff's changes to the proposal to address those concerns.

Require Matching Funds for Private Entities

The August 20 Board motion included a request to identify a mechanism for private entities to share the cost of the EV charging station. Based on our review of cost information for the grants we've issued, as well as from other information sources, we know that costs for different station and electrical configurations can vary substantially. We anticipate that our grant program may not cover all equipment and installation costs. Also, the grants do not cover the costs for planning or permitting the station, or for ongoing operation and maintenance. We have lowered the funding amounts for private entities from \$10,000 to \$7,500 for Level 2, and from \$20,000 to \$15,000 for Level 3, to accommodate this request. Although these amounts may still cover a majority of the equipment and installation costs for newer stations with less related electrical work, we feel that with the lower funding levels, in most cases private entities will also need to cover some of the equipment and installation costs, as well as all of the costs for planning, permitting, operating and maintaining the station(s). The attached, revised resolution includes these lower funding levels for grants to private entities.

Spending Authority Increase

Staff proposes to increase the total spending for the EV Program from \$100,000 to \$300,000. If set at \$300,000, it is anticipated some of these funds would likely be spent in the next fiscal year. There was discussion among Board members about whether the spending authority for the program should be increased to the staff-recommended amount of \$300,000, or to an amount that includes only those funds identified in the current fiscal year (2015-2016) budget (an additional \$128,000, for a total of \$228,000). The Board's final motion did not indicate a desire to change the requested spending authority increase; therefore, the recommendation is that the Board approve the total spending for this program to increase to \$300,000.

Make Sure Funding is Available for Public Entities

Board members expressed concern that, once the funding is made available to private entities and nonprofit organizations, there may not be enough funding available for public entities. The revised program now reflects that concern by providing a separate spending limit of \$50,000 for all private entity grants, and a combined spending limit of \$100,000 for all private entity and nonprofit organization grants. The spending limit for public entity grants equals the spending authority for the entire program.

Siting and Accessibility of Charging Stations

Questions were raised regarding the siting of the charging stations funded under the program. In particular, there was concern over whether charging stations proposed by private entities would be in a convenient location and would be made accessible to the public.

As highlighted in prior presentations to the Board, the District has been involved in EV readiness planning for the tri-counties region for several years, and contributed to the development of the Plug-in Central Coast EV Readiness Plan, available on the District's website at www.ourair.org/sbc/plug-in-central-coast/. This plan identifies siting criteria including financial

feasibility, visibility and accessibility, power supply, access for people with disabilities, security, signage, and equipment protection. Based on the readiness plan and other resources referenced in the plan, staff proposes that projects requesting funding be evaluated according to the *EV Charging Station Siting Requirements* that are included as an attachment to the Board Resolution.

As requested by your Board, both standard grant agreements (for public entities and for private/nonprofit entities) were revised to include language requiring that the EV charging station location be publicized.

A very important aspect to public charging stations is they must be made available, and kept available, to the general public. To solidify this requirement, the following language was added to the standard grant agreement:

GRANTEE shall ensure that all charging station components are operational and publicly accessible 24 hours per day, every day, with the exception of unforeseen closures due to safety or security concerns or required maintenance. Stations may not be located in locations with limited access or availability such as behind a fence or in a gated parking lot closed to the public after hours.

Since the August 20 Board meeting, we have received additional interest in this funding program from both public and private entities, and we are excited for an opportunity to help build the needed infrastructure during this critical transition time to a cleaner passenger vehicle fleet.

ATTACHMENT:

EVCS Infrastructure Program Board Resolution