AGENCY:	**City Council**
MEETING DATE:	**February 13, 2023**
DEPARTMENT:	**Public Works**
PRESENTED BY:	**Chantell O'Neal**
EMAIL ADDRESS:	**coneal@fortbragg.com**

AGENDA ITEM SUMMARY

TITLE:
Receive Report and Consider Adoption of City Council Resolution Approving the Purchase of ChargePoint Electric Vehicle Charging Stations for the EV Fleet Charging Station Project, City Project No. PWP-00126, Finding the Project Exempt from CEQA, Adopting Budget Amendment No. 2022/23-13, and Authorizing City Manager to Execute Contract (Amount Not to Exceed $146,453; Account No. 522-4550-0742)

ISSUE:
In September 2022, City Council gave direction to proceed with USDA funding for the purchase of Electric Fleet Vehicles for the Police Department. The Police Department, in keeping with the vehicle replacement plan, has committed to purchasing four (4) Ford Lightning F-150 electric pickup trucks. In order for the vehicles to be Fleet ready, Electric Vehicle Supply Equipment (EVSE) needs to be installed at the Police Department. In accordance with Fort Bragg Municipal Code (FBMC) 3.20.030 (F), staff is recommending use of a cooperative purchasing contract with SourceWell for this purchase.

ANALYSIS:

This project scope includes purchase of the new charging equipment, which consists of two Level-II AC Chargers and two Level-III DC Fast Chargers from ChargePoint using the cooperative purchasing service of SourceWell consistent with FBMC 3.20.030 (F). The Sourcewell service leverages an existing competitively bid contract from another government agency for assurances on best pricing for equipment.

In October 2022, staff started work with PG&E to discuss how the EV Fleet Incentive Program could benefit the City's deployment of the EV chargers and fleet vehicles. This program supports the conversion of public fleets through rebates on vehicles and chargers. The City applied to the program and is now on step 4 of the 15 step process (Figure 1). In January 2023, PG&E gave the go ahead for charger procurement. Since the charger procurement process takes approximately 6 months from the time of purchase, staff is recommending this be completed timely in order to have the chargers available when the vehicles arrive.

RECOMMENDED ACTION:
Adopt Resolution accepting ChargePoint contract using SourceWell Cooperative Purchasing Services for the Electric Vehicle Charging Station Project and approve Budget Amendment 2022/23-13.

ALTERNATIVE ACTION(S):
Refuse cooperative purchasing contract and solicit additional quotes.

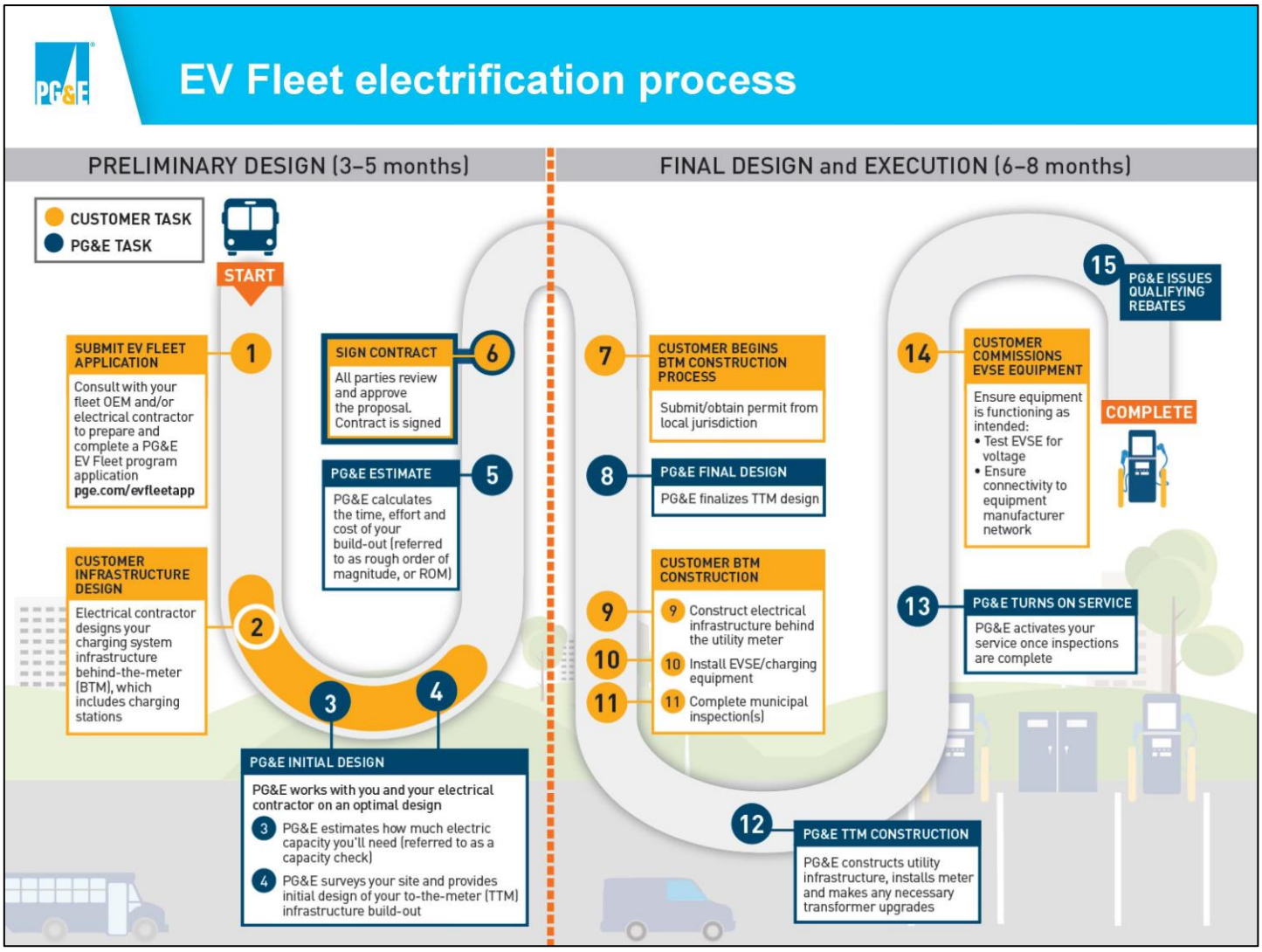


Figure 1: PG&E Fleet Incentive Program

FISCAL IMPACT:

This project is not budgeted in the FY 22/23 budget. The project came about as the Police Chief recommended the police vehicles transition to electric when discussions about vehicle attrition were held in the fall. Staff has worked diligently to research and secure funding for the project implementation, however most of the current programs provide for rebates and other savings that occur after installation (as described below).

1. The **PG&E Fleet Program** offers the following incentives:
   a. PG&E constructs, owns, and maintains the electrical infrastructure to the meter panel while the customer (City of Fort Bragg) constructs, owns, and maintains the infrastructure from the meter to the charger.
   b. PG&E offers vehicle rebates in the amount of $3,000 - $9,000 per new vehicle purchased between program application and 2026 (as agreed upon during program

evaluation). The City's per vehicle estimate is $4,000.

c. PG&E offers charger infrastructure rebates of 50% of the cost of the EVSE, up to $25,000 per charger.

Given the variety of factors from the program and stage of the fleet evaluation process, staff estimates that the savings from this program for the chargers (only) is approximately $52,000, which will be directly credited to reduce the $146,453 cost.

2. Sonoma Clean Power CALeVIP estimates

Additionally, staff has applied for the CALeVIP 1.0 Sonoma Clean Power and is awaiting determination of rebates, which are expected to be in the amount of $22,000.

If both the PG&E and Sonoma Clean Power incentives are approved the total out of pocket expense for the infrastructure purchase reduces to approximately $72,453.

3. Other Savings and Credits

a. Fuel Costs

Below is an image (Figure 2) created using the PG&E Fleet Fuel Savings Calculator, where the four (4) Ford Lightning F-150 data was entered for an annual fuel savings of $6,000 per year (total).

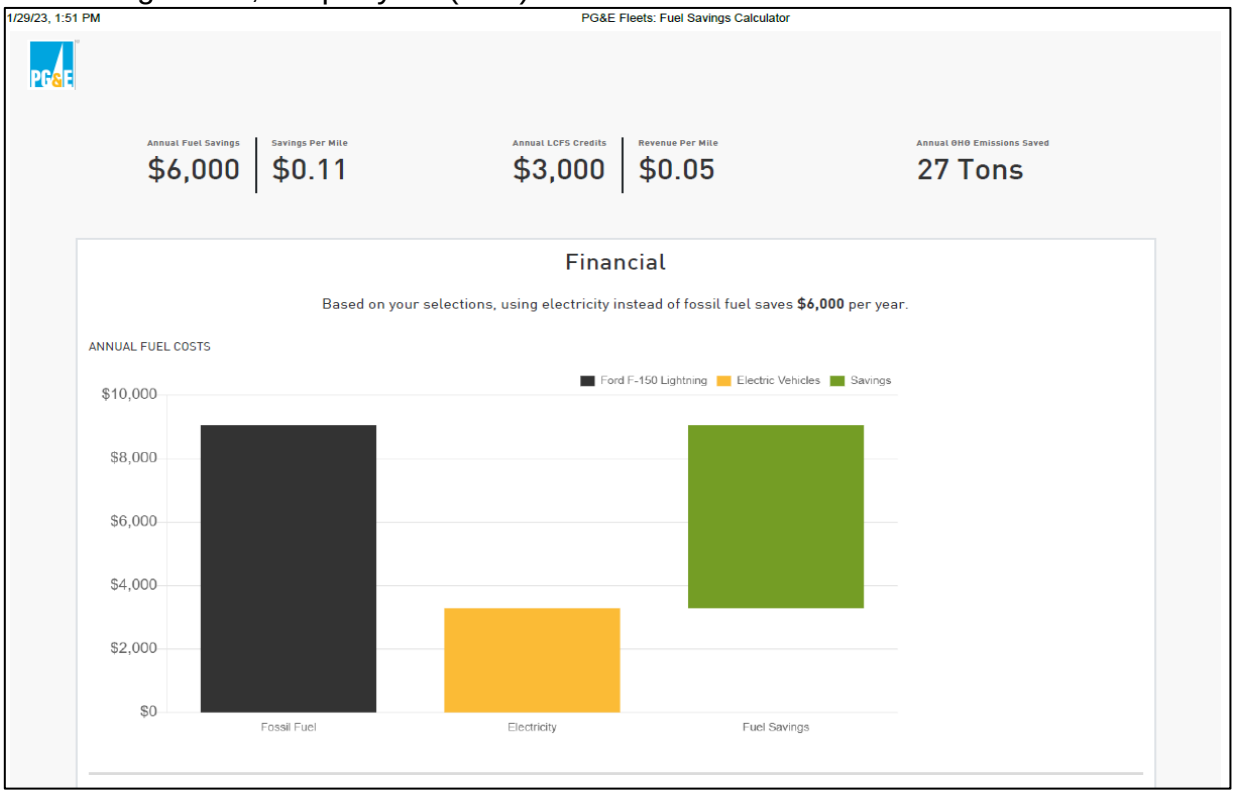


Figure 2: PG&E Fuel Savings Calculator

b. Low Carbon Fuel Standard (LCFS) Credits

LCFS is a comprehensive set of programs in California to cut GHG emissions and other smog-forming and toxic air pollutants by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options. In 2018, the California Air Resources Board (CARB) approved amendments to the regulation, adding credit opportunities to promote zero emission vehicle adoption and other advanced technologies to achieve deep decarbonization in the transportation sector. Below is an estimate of the LCFS credits which the City may generate and claim each year with the fleet transition.

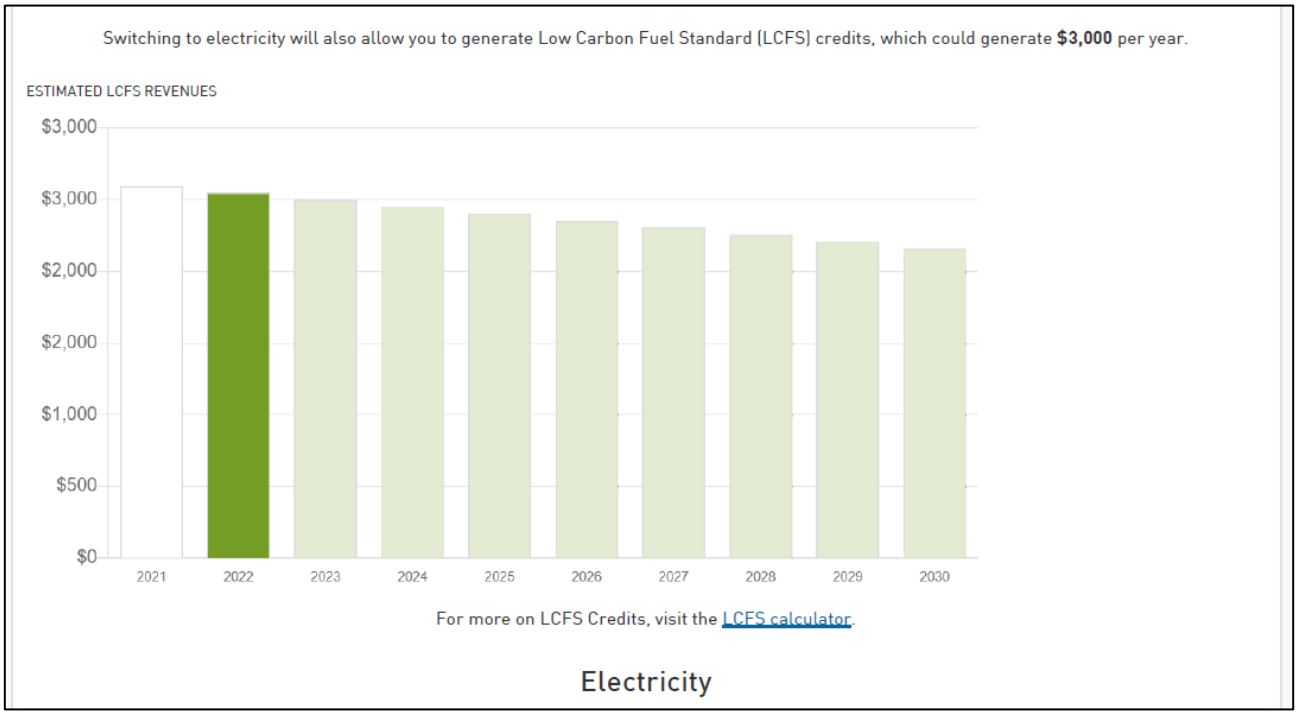


Figure 3: Estimate of LCFS Revenue from PG&E

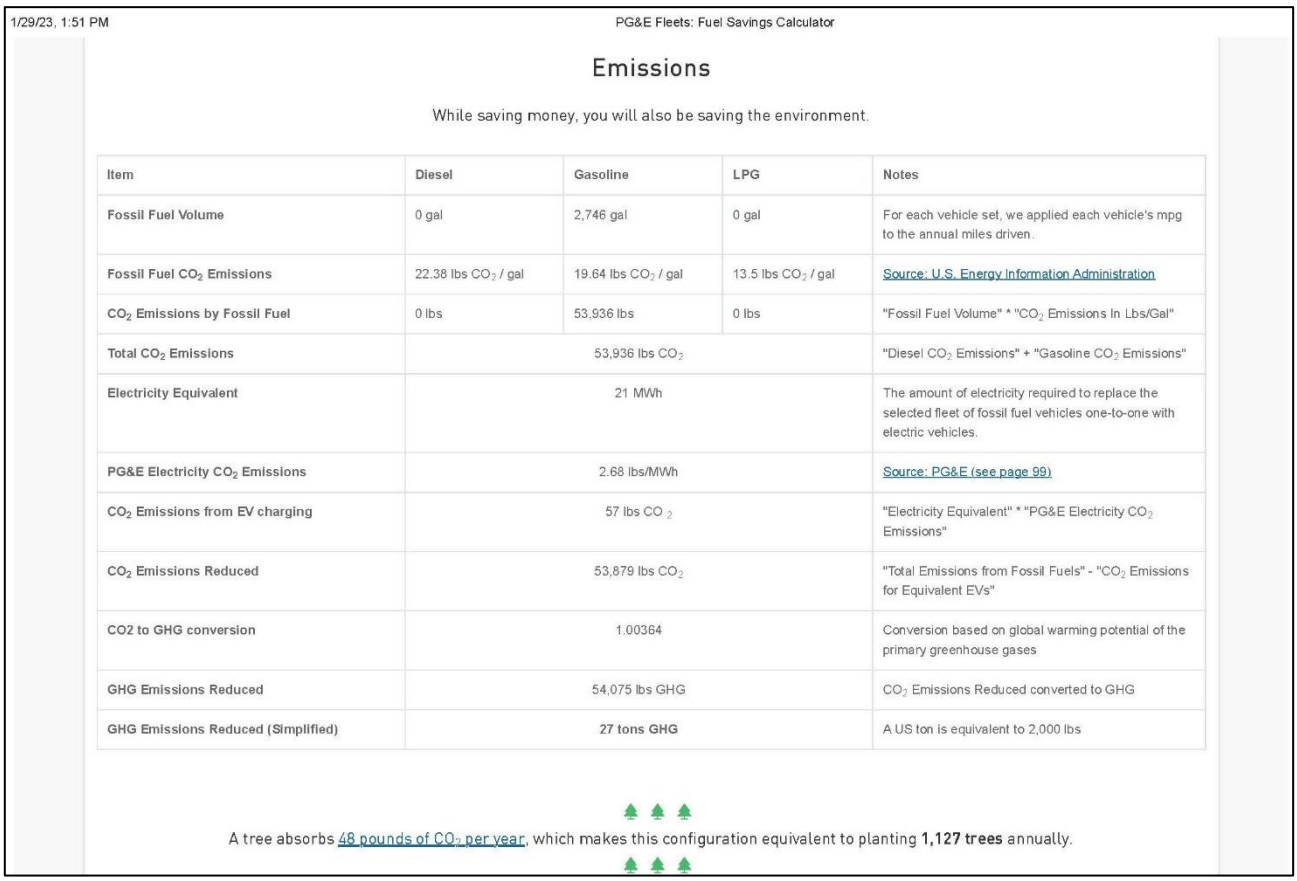
c. Alternative Fuel Vehicle Refueling Property Credit.

The City may be able to take advantage of the federal tax credit under Section 30C of the IRS code, which allows up to a 30% tax credit, up to $100k per charger if located in either a non-urban area or census tract where the average income is no more than 80% of the median income. This credit is available for chargers installed by tax-exempt entities by treating the company that sold the chargers as the taxpayer.

This project is proposed to be funded through facilities fund. A budget amendment 2022/23-13 is included in Attachment 2.

GREENHOUSE GAS EMISSIONS IMPACT:

There will be a short-lived increase of greenhouse gas emissions during the shipping and installation of the chargers. All Air Quality Management District best management practices for minimizing greenhouse gas emissions during construction will be incorporated into the daily activities of this project. After construction, this project will have a positive GHG impact, and according to the PG&E calculator, transitioning the vehicles will reduce GHG emissions by 27 tons annually (Figure 4).



1/29/23, 1:51 PM PG&E Fleets: Fuel Savings Calculator

Emissions

While saving money, you will also be saving the environment.

Item	Diesel	Gasoline	LPG	Notes
Fossil Fuel Volume	0 gal	2,746 gal	0 gal	For each vehicle set, we applied each vehicle's mpg to the annual miles driven.
Fossil Fuel CO_2 Emissions	22.38 lbs CO_2 / gal	19.64 lbs CO_2 / gal	13.5 lbs CO_2 / gal	Source: U.S. Energy Information Administration
CO_2 Emissions by Fossil Fuel	0 lbs	53,936 lbs	0 lbs	"Fossil Fuel Volume" * "CO_2 Emissions In Lbs/Gal"
Total CO_2 Emissions	53,936 lbs CO_2			"Diesel CO_2 Emissions" + "Gasoline CO_2 Emissions"
Electricity Equivalent	21 MWh			The amount of electricity required to replace the selected fleet of fossil fuel vehicles one-to-one with electric vehicles.
PG&E Electricity CO_2 Emissions	2.68 lbs/MWh			Source: PG&E (see page 99)
CO_2 Emissions from EV charging	57 lbs CO_2			"Electricity Equivalent" * "PG&E Electricity CO_2 Emissions"
CO_2 Emissions Reduced	53,879 lbs CO_2			"Total Emissions from Fossil Fuels" - "CO_2 Emissions for Equivalent EVs"
CO2 to GHG conversion	1.00364			Conversion based on global warming potential of the primary greenhouse gases
GHG Emissions Reduced	54,075 lbs GHG			CO_2 Emissions Reduced converted to GHG
GHG Emissions Reduced (Simplified)	27 tons GHG			A US ton is equivalent to 2,000 lbs

A tree absorbs 48 pounds of CO_2 per year, which makes this configuration equivalent to planting **1,127 trees** annually.

Figure 4 GHG Emissions Calculator - PG&E

CONSISTENCY:

Implementation of the EV Fleet Charging Station Project is consistent with several local General Plan policies and State policies. The Project meets the intent of:

- **City Coastal General Plan Goal OS-7**: Improve air quality of the Coastal General Plan;
- **Policy OS-7.2 Air Quality Standards:** Seek to comply with State and Federal standards for air quality;
- **Program OS-7.2.2:** Consider adopting a plan and timeline to eliminate emissions from the City's transportation sector by replacing internal combustion vehicles with zero emission vehicles (ZEV) to maintain compliance with AB 32, the California Global Warming Solutions Act passed in September 2006.

Additionally, the 2021–2023 Investment Plan Update for the Clean Transportation Program Guidance prepared by the California Energy Commission included the table below (Figure 5) which highlights examples of the significant policy goals and milestones addressed through the development of Clean Transportation Programs including reduced emissions and reduced petroleum use in California.

Policy Origin	Objectives	Goals and Milestones
Assembly Bill 32	GHG Reduction	Reduce GHG emissions to 1990 levels by 2020
Senate Bill 32	GHG Reduction	Reduce GHG emissions to 40 percent below 1990 levels by 2030
Executive Order B-55-18	GHG Reduction	Achieve carbon neutrality by 2045
Low Carbon Fuel Standard	GHG Reduction	Reduce carbon intensity of transportation fuels in California by 20 percent by 2030 Increase zero-emission vehicle infrastructure
Clean Air Act; California State Implementation Plans	Air Quality	80 percent reduction in NOx by 2031
Senate Bill 1275; Executive Order B-16-2012; Executive Order B-48-18; Executive Order N-79-20	Increase Zero-Emission Vehicles	Infrastructure to accommodate 1 million electric vehicles by 2020 1 million zero-emission and near-zero-emission vehicles by 2023 1.5 million electric vehicles by 2025 250,000 electric vehicle chargers, including 10,000 DC fast chargers, and 200 hydrogen fueling stations by 2025 5 million zero-emission vehicles by 2030 100% of new passenger cars and trucks will be ZEVs by 2035 100% of operating drayage trucks, off-road vehicles, and equipment will be ZEVs by 2035 100% of operating medium- and heavy-duty trucks and buses will be ZEVs by 2045
Zero-Emission Vehicle Regulation	Increase Zero-Emission Vehicles	Increase the deployment of plug-in hybrid, battery, and fuel cell electric vehicles
Innovative Clean Transit Regulation	Increase Zero-Emission Vehicles	100 percent of all new transit buses will be zero-emission by 2029; all operating buses will be zero-emission by 2040
Advanced Clean Trucks Regulation	Increase Zero-Emission Vehicles	Requires truck manufacturers to transition from diesel trucks and vans to zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be zero-emission.

Source: California Energy Commission

Figure 5 Policy Consistency from the Clean Transportation Investment Plan

IMPLEMENTATION/TIMEFRAMES:
Award Contract – February 13, 2023
Shipping – 6-month lead-time
Start Construction – July 2023
Project Close-Out – October 2023

ATTACHMENTS:
1. Resolution
2. Reso Exhibit A – Budget Amendment
3. ChargePoint Contract 042221
4. ChargePoint Quote

NOTIFICATION:
1. Dean Kunesh, Electric Vehicle Onboarding
2. Liebson, Michael, EVSE Sales
3. Tony Chang, ChargePoint Account Manager
4. Brendan Odonnell, ChargePoint Reg Manager
5. Scott Carr, SourceWell Contract Rep