

NOVEMBER 3, 2022

LARPD Facilities Committee

# EBCE EV Fast Charging Network Development at LARPD-Managed Sites



ITEM NO. 5

# Presentation Overview

1. Who is East Bay Community Energy (EBCE)
2. EBCE's Public Electric Vehicle Fast Charging Network Objectives
3. Context for EBCE's Prioritization of Public Fast Charging Network
4. Site Design and Site Selection Process
5. Master Site License Agreement Key Terms
6. Next Steps

# Who is East Bay Community Energy

- Non-profit public agency; Joint Powers Authority structure
- Default public power provider in Alameda County + City of Tracy
  - Residential, commercial/ industrial, and municipal accounts
- City of Livermore elected officials sit on EBCE's Board of Directors
- Utility scale power supply + local investment in projects/programs that help JPA member cities achieve climate goals, faster
  - Ex. EBCE's Equitable Transportation Electrification program

## Welcome to EBCE

East Bay Community Energy (EBCE) is a local public agency providing an alternative choice for cleaner energy to East Bay residents and businesses.



# EBCE's Equitable EV Fast Charging Network

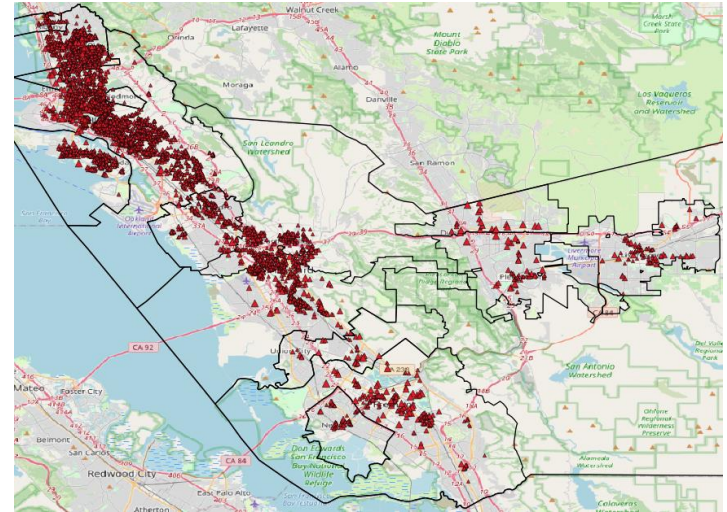
**Action:** EBCE is investing in building a public Electric Vehicle (EV) fast charging network.

- **Goal:** 40-50 hubs by 2030
- All hubs located in multi-family housing “hotspots”
- Areas with a dense concentration of multi-family properties to support residents and visitors alike

**Rationale:** 47% of Alameda County residents are renters who have no access to at-home charging, a critical barrier to EV adoption.

- Installation and cost responsibilities (landlord/tenant)
- Old buildings need major electrical upgrades
- Deeded/assigned parking spaces

**Outcome:** Make EV adoption more feasible for all residents by providing convenient, affordable, reliable fast charging near where renters live.



Multi-family Housing Properties in Alameda County

# California's EV Goals

By 2025:

- 1.5 million zero-emission vehicles (ZEVs) on the road
- 250,000 public & shared EV chargers

By 2030:

- 7.5 million ZEVs on the road
- 1.2 million public & shared EV chargers

On August 25, 2022, the California Air Resources Board (CARB) approved new rule requiring 100% of new car sales in California to be ZEVs by 2035.

# Charging Needs in Livermore

As of December 2020, Livermore had:

- Nearly 2,000 EV registrations
- 35 fast charging ports at 5 locations

2025 projection for Livermore:

- Over 5,500 EV registrations (gap of ~3,500 EVs)
- Over 100 fast charging ports (gap of ~70 ports)

# EBCE EV Fast Charging: Site Design

Goal: Close the gap in equitable access to EV fast charging.

- By 2030 develop 40-50 fast charging hubs across EBCE service area
- Standard hub design: Minimum of 10 dual-port direct current fast chargers (DCFC) capable of charging up to 20 vehicles simultaneously (i.e., gas station model)
  - Requires use of ~22 existing parking spaces
    - Including dedicated ADA compliant spaces + electrical equipment placement
    - All spaces EV Only; available 24/7/365
    - Design flexibility possible if site has significant limitations (ex. 10 single port DCFC; higher capacity; 12-13 parking spaces)
  - DCFC: 30-45 minute dwell time (150+ kW chargers)



Project Design Example

# EBCE EV Fast Charging: Site Selection

To deliver cost-effective public network, EBCE is collaborating with JPA member cities to leverage city-owned real estate parking assets as site hosts.

Innovative Public-Public Partnership model to deliver lower EV fast charging projects costs → lower charging costs for drivers.

EBCE is identifying JPA member municipal lots/garages that meet the following priority attributes:

1. In a multi-family housing hotspot
2. Walkable driver amenities (e.g., café, grocery, retail, parks, etc.)
3. Fills gaps in existing fast charging locations (i.e., “charging deserts”)
  - Investing in areas where private sector has not to date





# Partnering with JPA Member Cities

In collaboration with City of Livermore staff, EBCE has identified potential sites that meet these criteria.

- **Phase I:** EBCE/City have signed a Site License Agreement to install and operate 17 DCFCs at the L Street development
- **Phase II:** Sign a successive Master Site License Agreement (MSLA) granting EBCE the ability to assess and develop other City-owned sites.
  - MSLA would include City-owned sites that LARPD leases:
    - Robert Livermore Community Center
    - Rincon Library
    - Parks under development to be owned by city

# EBCE Master Site License Agreement: Key Terms

1. Term of EBCE MSLA: 15 years
2. No cost to LARPD or the City of Livermore
  - The City and LARPD will provide the real estate (parking spaces, area for electrical infrastructure) and access to parking spaces
  - **EBCE will pay for construction, operation, and maintenance of the EV fast chargers**
  - **EBCE will pay for the electricity used by the EV fast chargers**
    - New dedicated meter; all EV fast chargers will be supplied with EBCE’s Renewable 100 electricity product
    - EBCE will also set rates for customer charging
3. EBCE may place signage related to the public EV fast charging hubs
4. After the City, LARPD, and EBCE agree on project engineering design details for each site, a “Notice to Proceed” will be issued by the City Manager’s Office and the LARPD General Manager enabling EBCE to move forward with construction.

# Next Steps

- Staff will come back to the LARPD Board in December seeking approval to execute MSLA with EBCE and City of Livermore