



AGENDA REPORT

TO: Jestin D. Johnson
City Administrator


FROM: Michael Kashiwagi
Interim Director, OPW

SUBJECT: \$2,300,000 California Energy
Commission Grant

DATE: December 5, 2024

City Administrator Approval

Date:


Jestin Johnson (Dec 6, 2024 05:42 PST)

Dec 6, 2024

RECOMMENDATION

Staff Recommends That City Council Adopt A Resolution Authorizing The City Administrator 1) To Accept And Appropriate A Grant From The California Energy Commission, Charging Infrastructure for Government Fleets (CIGF) Program, In The Amount Of Two Million And Three Hundred Thousand Dollars (\$2,300,000); 2) To Use Grant Funding From California Energy Commission For The Installations of One Hundred (100) Electric Vehicle Charging Stations Throughout The City; And 3) To Adopt Appropriate California Environmental Quality Act (CEQA) Findings.

EXECUTIVE SUMMARY

The City of Oakland's fleet is transitioning to alternatively fueled, zero-emission, renewable, or low-carbon fuel powered vehicles. This transition is being driven by the City policy and guidance provided in the Equitable Climate Action Plan (ECAP) and Zero Emission Vehicle (ZEV) Action Plan, as well as State of California Executive Orders and mandates such as the Advanced Clean Fleet (ACF) Rule, Advanced Clean Trucks (ACT) Rule, Innovative Clean Transit (ICT) Rule, and off-road zero emission regulations currently under development. The fleet currently consists of approximately 1,570 on-road vehicles, of which approximately 1,045 are currently suitable for electrification. Currently, the City has (117) units that are electric or plug-in hybrid electric vehicles and aims to further reduce air pollution and greenhouse gas (GHG) emissions production by replacing the fleet with electric vehicles (EVs) when vehicles have exhausted their useful service life. The ever-increasing Battery Electric Vehicle (BEV) counts will require the City to install and maintain the related BEV charging infrastructure necessary to support (fuel) them.

Oakland Public Works has been awarded \$2,300,000.00 by the California Energy Commission, Charging Infrastructure for Government Fleets (CIGF) Program. The CIGF grant opportunity was highly anticipated and proved to be extremely competitive with twenty-six (26) California cities and counties submitting proposals competing for approximately \$38 million in funding. Of the ten (10) awarded proposals, the City of Oakland ranked 6th with a score of 78.35% of a possible 100%. Adoption of this proposed resolution will enable the City to accept, appropriate, and

allocate funds from the California Energy Commission for the purpose of installing (100) electric vehicle charging stations throughout the City for City's light duty vehicle fleet.

Approving this proposed resolution will support the City fleet's transition to clean air vehicles, help mitigate harmful environmental impacts by lowering vehicle tailpipe emissions, displace petroleum fuel consumption, and reduce vehicle fuel expenditures.

REASON FOR URGENCY

The grant documents (agreement, scope of work, budget(s)) must be signed and returned to the California Energy Commission by **December 29, 2024**.

BACKGROUND / LEGISLATIVE HISTORY

The City of Oakland has pursued solutions to climate change and its impacts for more than two decades. Following early participation in global climate efforts in the late 1990s and early 2000s, the City began to highlight opportunities for local action, and adopted a number of City Council Resolutions supporting these efforts since then.

Per City Resolution No. [77842 C.M.S.](#), adopted on June 3, 2003, the City of Oakland will develop and implement a "Green Fleet" policy and direct the staff to purchase vehicles powered by alternative fuels whenever possible, and actively pursue federal and state, and other incentive program related to clean air and energy efficiency.

Per City Resolution No. [82129 C.M.S.](#), adopted on July 7, 2009, the City of Oakland shall continue to continue to provide leadership to reduce greenhouse emissions and mitigate the future effect of climate change both locally and globally and direct staff to develop and draft Oakland Energy and Climate Action Plan.

Per City Resolution No. [88267 C.M.S.](#), adopted on July 28, 2020, the City is committed to continuing its leadership in reducing the City's GHG emissions and adopting the 2030 Equitable Climate Plan.

Per City Resolution No. [88268 C.M.S.](#), adopted on July 28, 2020, that the City shall establish a goal to achieve community-wide action carbon neutrality no later than 2045, and maintain net-negative emissions thereafter.

Per City Resolution No. [88592 C.M.S.](#), adopted on April 20, 2021, the City Council supports the goal of reaching 100% zero emissions vehicle (ZEV) sales by the year 2030.

Oakland City Council has demonstrated a long-standing commitment to reducing energy use and mitigating climate change, and the adoption of this resolution will keep City's long-term goals on track of reaching 100% zero emission vehicle (ZEV) sales by the year 2030, achieving

community-wide action carbon neutrality no later than 2045, and ultimately increase resilience in the face of the climate crisis.

ANALYSIS AND POLICY ALTERNATIVES

The City of Oakland fleet has been transitioning to alternative low-carbon and renewable fuels for over two decades and Battery Electric Vehicles (BEV) and Plug-in Hybrid Vehicles (PHEV) offer significant emission reduction. With (117) electric vehicles in the fleet and growing, the need for more EV charging stations is necessary.

As directed by the City Council in the resolution no. [77842 C.M.S.](#), Oakland Public Works (OPW) has been actively pursuing federal and state grants related to clean energy vehicles, as a result OPW has been awarded \$2,300,000 from the California Energy Commission. This grant requires match-funding of \$2,160,000 to contribute to the project, which the OPW has set aside the matching fund in fund **4100** (project no. **1007591, Electric Vehicle Infrastructure Grant Matching**). Accepting this grant will cover approximately 50% of the total cost of installing 100 City EV charging stations, and the use of this grant will also accelerate the City fleet's replacement toward Electric Vehicles (EV) and Plug-in Hybrid Electric Vehicles (PHEV).

The approval of this proposed resolution to install (100) EV chargers throughout the city will enable compliance with State mandates and Executive Orders, support City policies, enhance the City of Oakland's position as a leader in reducing greenhouse emissions, enable charging of City EV's, and encourage those who live and work in Oakland to own electric vehicles by increasing vehicle charging options.

The 100 EV chargers will be deployed in accordance with the approved grant proposal. The type and number of chargers to be installed at each project site, as well as the cost of the chargers, is shown in Table 1 below.

Table 1. Charging Locations and Costs

Site #	Site Type	Installation Location	Port Type	No. of Ports	Cost per Port	Total Site Cost
1	Maintenance Service Center	7101 Edgewater Dr, Oakland, CA 94621	L2	26	\$51,000	\$1,530,000
			DCFC	4		
2	City Center West Garage	1250 Martin Luther King Jr Way, Oakland, CA 94608	L2	30	\$21,000	\$620,000
3	Eastmont Substation	2651 73rd Ave, Oakland, CA 94605	L2	6	\$82,000	\$820,000
			DCFC	4		

4	Frank Ogawa Plaza	1 Frank H. Ogawa Plaza, Oakland, CA 94612	L2	10	\$27,000	\$270,000
5	Police Administration Building	Between 6th & Washington St & 6th and Broadway, Oakland, CA 94607	L2	16	\$61,000	\$1,220,000
			DCFC	4		
TOTAL			L2	88	\$45,000	\$4,460,000
			DCFC	12		

The use of these funds will advance the citywide priorities of improving **Quality of Life** and **Vibrant Sustainable Infrastructure**.

FISCAL IMPACT

If this resolution is approved, this grant would provide \$2,300,000 in funding to the City for the installation of (100) electric vehicle chargers, the funding would be accepted and appropriated to FUND **2157 (California Department of Energy)**, ORG **30541 (Equipment Service)** Project No. **TBD**.

The grant matching requirement in the amount of \$2,160,000, which is available in Fund **4100**, project **1007591 (Electric Vehicle Infrastructure Grant Matching)** will be moved into the appropriate project after acceptance of the grant.

PUBLIC OUTREACH / INTEREST

No outreach was deemed necessary for the proposed policy action beyond the standard City Council agenda noticing procedures.

COORDINATION

The Oakland Public Works Department prepared the requested action. This report and resolution were reviewed by the Office of the City Attorney and Budget Bureau.

SUSTAINABLE OPPORTUNITIES

Economic: The approval of this resolution is expected to have a positive effect on the City of Oakland, where accepting this grant reduces the funding required by the City to construct EV

charging infrastructure required to support mandated EV deployment and by providing lower cost electricity as a fuel, reduce City fuel expenditures on petroleum gasoline and diesel.

Environmental: By approving this proposed resolution, City Council ensures that the City of Oakland continues to reduce greenhouse emissions and improve local air quality in and around Oakland's hardest hit frontline communities. The City will also be providing a positive example to citizens to encourage the adoption of environmentally friendly and sustainable energy transportation options.

Race and Equity: The installation of (100) EV chargers throughout the City will reduce race and equity disparities across Oakland, where low-income and disadvantaged populations will benefit from the reduced vehicular emissions and greater access to EV charging. The greater access to EV chargers will also support increased ownership of EV's among historically economically and environmentally disadvantaged communities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

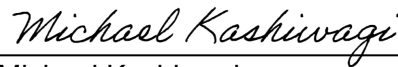
This action is exempt from California Environmental Quality Act ("CEQA") based on the following CEQA Guidelines Sections: Section 15060(c)(2) (No Direct or Reasonably Foreseeable Indirect Physical Change in the Environment); Section 15061(b)(3) (No Significant Effect on the Environment); Section 15301 (Existing Facilities); Section 15304 (Minor Alterations to Land); Section 15307 (Protection of Natural Resources); Section 15308 (Protection of the Environment); and Section 15309 (Inspections), each of which provides a separate and independent basis for CEQA clearance and when viewed collectively provide an overall basis for CEQA clearance. The project, as designed, involves minor public or private alterations to the condition of existing facilities through the addition of electric vehicle charging stations throughout the City. The project also serves to protect the City's and region's environment and natural resources through the production and use of alternative sources of energy other than fossil fuels.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That City Council Adopt A Resolution Authorizing The City Administrator 1) To Accept And Appropriate A Grant From The California Energy Commission, Charging Infrastructure for Government Fleets (CIGF) Program, In The Amount Of Two Million And Three Hundred Thousand Dollars (\$2,300,000), 2) To Use Grant Funding From California Energy Commission For The Installations of One Hundred (100) Electric Vehicle Charging Stations Throughout The City, And 3) To Adopt Appropriate California Environmental Quality Act (CEQA) Findings.

For questions regarding this report, please contact Joseph Williams, Equipment Services Manager, at (510) 615-5489.

Respectfully submitted,



Michael Kashiwagi
Interim Director, Oakland Public Works

Reviewed by:
Richard Battersby, Assistant Director
Oakland Public Works

Prepared By:
Joseph Williams, Equipment Services Manager
Oakland Public Works

Attachment (1):

A. **California Energy Commission grant proposal GFO-23-606.**