



CITY OF MARTINEZ

**CITY COUNCIL AGENDA
January 22, 2014**

TO: Mayor and City Council
FROM: Michael Chandler, Senior Management Analyst
SUBJECT: Electric Vehicle Charging Station Fees
DATE: January 15, 2014

RECOMMENDATION:

Hold a public hearing to introduce an Ordinance amending Title 10, Vehicles and Traffic, by adding Chapter 10.38 to the Martinez Municipal Code establishing Fees and Parking Regulations for City owned electric vehicle parking charging stations.

BACKGROUND:

The City received initial grant funding for three 120V Electric Vehicle (EV) charging stations in 2010 from 511 Contra Costa, the transportation demand management program responsible for all jurisdictions within Contra Costa County. Funding for 511 Contra Costa is supplied through Measure C and Measure J half-cent sales tax measures for Transportation Improvement Projects, along with Transportation for Clean Air funding from the Bay Area Air Quality Management District. With this initial grant funding, the City was able to install EV charging stations at City Hall, the corner of Main and Court streets, and at the Amtrak parking lot for public use. To encourage use, the City provided the stations to members of the public for personal charging use at no cost; however, the City publicly indicated that once demand for the stations was demonstrated, it would transition to a fee-based model.

The City secured additional grant funding from 511 Contra Costa in 2011 to upgrade each station from 120V to 240V capacity, making the charging stations faster and far more efficient for the end user. The upgrades were completed in May 2011, and station usage spiked shortly thereafter. By August 2011, cumulative session totals for the three stations began hitting 40-50 per month, as opposed to the previous average of less than 10 per month, and now routinely average more than 100 per month. The City recently received another grant from 511 Contra Costa to pay for the installation of three dual-port (meaning two cars can charge simultaneously off each station) 240V chargers at the new Pacheco Transit Hub.

Installing and upgrading the EV charging stations is important to the City of Martinez because it demonstrates support for cleaner transportation. Non-highway vehicle emissions accounted for almost 50% of the City's overall greenhouse gas emissions in 2005. Affording the public convenient and accessible ways to utilize transportation options more friendly to the environment, such as charging stations for electric vehicles, is essential to the overall process of reducing the City's carbon footprint and supports the goals of the City's adopted Climate Action Plan.

The City met with the Franchise and Infrastructure Subcommittee on December 10, 2013, to discuss the concept of establishing fees for use of the EV charging stations. The intent of the fee is to reimburse the City for its costs incurred in continuing to operate and maintain the stations for the public's use, including costs for utilities, software, repair and replacement of equipment and infrastructure, equipment depreciation, and labor. A cost basis for charging such fees, using data from the 3 existing downtown charging stations, is included below:

Cost Component	Metric	Annual Costs
Utilities	15 MWh x \$0.20/kWh	\$3,000
Software Service Plan	\$1,830 for 5 year Renewal	\$366
Repair/Replacement	Station Damage (Amtrak)	\$3,145
Equipment Depreciation	\$13,600 @ 7 year lifecycle	\$1,940
Labor	Public Works and Administrative	\$1,500
	Total Annual Costs (3 Stations)	\$9,951
	Average Annual Costs (1 Station)	\$3,317

City staff broached the possibility of charging either a flat, per-session rate, or a per-hour rate for use of the EV stations. The Subcommittee was in favor of applying rates consistent with the parking rates already established for the downtown of \$0.50/hour for short term parking, and \$0.75/hour for long term parking. The EV stalls designated as short term parking would include the spaces at the City Hall parking lot and at Court/Main streets, and to encourage user turnover, parking in these spaces would be limited to 4 hours. The EV stalls designated as long term parking would include the one at the Amtrak parking lot and the three dual-port 240V charging stations being installed at the Pacheco Transit Hub. The maximum charge for an electric vehicle using of these stalls would be limited to \$12 (equivalent to 16 hours at \$0.75/hour), and the maximum duration one could legally park in one of these stalls would be 24 hours. All of the aforementioned EV charging stalls are labeled and designated only for use by electric vehicles.

Based on trend, the City Hall station averages 750 sessions per year; the Court/Main Street station averages 600 sessions per year; and the Amtrak station (currently inoperable due to vandalism damage) averages 475 sessions per year. Applying the recommended hourly rates results in the following cost recovery model, which demonstrates the City will not recover its full costs for the stations either individually or in aggregate:

Station	Metric	Annual Cost Recovery
City Hall (Short Term)	750 sessions x 4 hrs/session x \$0.50	\$1,500
Court/Main Street (Short Term)	600 sessions x 4 hrs/session x \$0.50	\$1,200
Amtrak (Long Term)	475 sessions x 8 hrs/session x \$0.75	\$2,850
	Total Cost Recovery (3 Stations)	\$5,550
	Less ChargePoint 10% Admin Fee:	-\$ 555
	Net Cost Recovery (3 Stations)	\$4,995

FISCAL IMPACT:

Based on the existing trend, the City is expected to recover approximately \$4,995 per year of its costs for operation, maintenance and support of its downtown EV charging stations. City costs and subsequent cost recovery for the new stations to be installed at the Pacheco Transit Hub will be dependent upon a number of factors, including, among others, the number and duration of charging sessions, and the maintenance, repair and replacement requirements of the stations.

ACTION:

Introduce an Ordinance amending Title 10, Vehicles and Traffic, by adding Chapter 10.38 to the Martinez Municipal Code establishing Fees and Parking Regulations for City owned electric vehicle parking charging stations.

Attachment:
Ordinance

APPROVED BY:



Acting City Manager

ORDINANCE NO. C.S.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARTINEZ
ADDING CHAPTER 10.38 TO THE CITY OF MARTINEZ MUNICIPAL CODE
ESTABLISHING FEES AND PARKING REGULATIONS FOR
ELECTRIC VEHICLE PARKING STALLS AND SPACES

The City Council of the City of Martinez does ordain as follows:

SECTION I. Chapter 10.38 is added to Title 10 of the Martinez Municipal Code to read as follows:

CHAPTER 10.38

ELECTRIC VEHICLE PARKING STALLS AND SPACES

10.38.010 Findings.

The City Council makes all of the following findings in establishing this chapter:

A. The City Council finds that there is a need for parking stalls and spaces to be located within the City which are made available to the public for charging of electric vehicles over short-term or long-term periods in order to promote greater fuel conservation and enhance fuel and energy efficiency.

B. The City Council finds that the City has previously invested in electric vehicle charging infrastructure through grants obtained by 511 Contra Costa, the transportation demand management program for all jurisdictions within Contra Costa County, with funding supplied through Measure C and Measure J half-cent sales tax for Transportation Improvement Projects along with Transportation for Clean Air funding from the Bay Area Air Quality Management District. Through such funding sources, the City has constructed and installed various electric vehicle charging stations for the use of owners of electric vehicles to connect their electric vehicles to charging stations and charge their vehicle power sources.

C. The City Council finds that the public use of the City-owned electric vehicle charging stations has resulted in significant costs being incurred by the City including energy usage, software program costs, equipment depreciation, personnel costs, maintenance, and repair and replacement costs; none of which may the City recover while it continues to provide such service without charging the vehicle owners' fees for the benefits being received by them. Unreimbursed expenditures of money from the

General Fund and other resources shall continue to be incurred by the City each time a vehicle owner uses a City-owned vehicle charging station without payment of a fee to the City.

D. The City Council finds that it is beneficial to the public and the environment that the City's electric vehicle charging stations continue to be used and available to owners of electric vehicles and that the establishment of certain regulations, including fees for the reimbursement of the City for its costs incurred in providing such service and hourly limits for parking in short-term parking spaces, will enable the City to continue to make available the electric vehicle charging service to the public on both short-term and long-term charging basis.

E. The City Council finds that the fees being established in the amounts set forth by this Ordinance are reasonably proportionate to each user's portion of costs incurred by the City in providing the service, and further finds that based upon the anticipated level of usage such fees as a whole are reasonable and necessary for the City to recover even a portion of its costs of providing electric vehicle charging parking spaces or stalls for public use.

10.38.020 Fees.

The following fees shall be charged for utilizing City-owned electric vehicle charging station spaces or stalls:

A. Short-term rates shall consist of 50 cents per hour. No vehicle shall be parked, left standing, or connected to a charging station for more than four consecutive hours in any electric vehicle charging station space or stall having short-term rates. Short-term rates shall be charged for all electric vehicle charging stations spaces or stalls located within the City Hall parking lot and for electric vehicle charging stations parking stalls or spaces located on or along Court and Main Streets.

B. Long-term rates shall consist of 75 cents per hour, with a maximum of \$12 being charged per each electric vehicle charging session, no matter how long such session may continue. Notwithstanding the fees established by this subsection, no vehicle shall be parked, left standing, or connected to a charging station for more than 24 consecutive hours in any electric vehicle charging station space or stall having long-term rates. Long-term rates shall be charged for all electric vehicle charging stations stalls or spaces within the parking lots for the Amtrak and Pacheco Transit Hub stations.

10.38.030 Designation and Posting.

The City hereby designates each of the parking stalls and spaces described by this chapter to be exclusively for the purpose of charging and parking a vehicle that is connected for electric charging purposes. Each of the parking stalls and spaces so designated shall be posted in accordance with subdivision (d) of Section 22511 of the California Vehicle Code.

SECTION II. Severability. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

SECTION III. Effective date. This ordinance shall become effective 30 days after the date of adoption.

SECTION IV. Posting. At least five (5) days prior to its final adoption, a certified copy of the full text of this ordinance shall be posted in the office of the City Clerk.

Within 15 days after adoption the City Clerk shall publish a summary of this ordinance with the names of those City Council members voting for and against the ordinance in a newspaper of general circulation published and circulated in the City of Martinez.

APPROVED: _____
Rob Schroder, Mayor

ATTEST: _____
Deputy City Clerk

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I HEREBY CERTIFY that the foregoing ordinance was duly and regularly introduced at an Adjourned Regular Meeting of the City Council of the City of Martinez, held on the 22nd day of January, 2014, and duly passed and adopted at a Regular Meeting of said City Council held on the day of , 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

RICHARD G. HERNANDEZ, CITY CLERK
CITY OF MARTINEZ