CITY of ALBUQUERQUE
TWENTY FOURTH COUNCIL

COUNCIL BILL NO. R-20-63 ENACTMENT NO. _____

SPONSORED BY: Lan Sena, by request

RESOLUTION

APPROVING AND AUTHORIZING THE FILING OF THE ATTACHED GRANT APPLICATION FOR THE LIGHT DUTY ELECTRIC VEHICLE SUPPLY EQUIPMENT PROGRAM GRANT WITH THE NEW MEXICO ENVIRONMENT DEPARTMENT'S VOLKSWAGEN SETTLEMENT TRUST AND PROVIDING AN APPROPRIATION TO THE ENVIRONMENTAL HEALTH DEPARTMENT IN FISCAL YEAR 2020.

WHEREAS, understanding and dealing with climate change impacts is an imperative for major cities in the United States; and

WHEREAS, traditional gasoline-powered vehicles are a source of greenhouse gas emissions and, according to the Union of Concerned Scientists, account for approximately 20 percent of all emissions in the United States, with almost 20 pounds of heat-trapping emissions arising from tailpipes for every gallon of gas utilized by cars and trucks; and

WHEREAS, the use of electric, alternative fuel, and hybrid vehicles has five benefits for our community: (1) reduced ground level ozone; (2) reduced greenhouse gas emissions; (3) improved community health outcomes; (4) continued compliance with the Clean Air Act; and (5) reduced dependence on petroleum; and

WHEREAS, the Environmental Health Department has a performance measure that it will protect and enhance air quality for current and future generations and thereby protect public health, economic well-being and aesthetic values for the community (Bernalillo County); and

WHEREAS, the operation of the Sustainability Office of the Environmental Health Department provides the programmatic means of accomplishing these goals; and

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WHEREAS, the City of Albuquerque wishes to apply for State Trust funding for which City matching funds of $211,035 are required as the City's contribution to the effort of the grant and which are available in the Transfer to Operating Grants Fund Program in the General Fund (110); and

WHEREAS, the U.S. Environmental Protection Agency's settlement with the Volkswagen Company (VW) has provided the New Mexico Environment Department with special funding to address vehicle replacement and electric vehicle charging infrastructure projects designed to enhance public health by reducing air pollution.

BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF ALBUQUERQUE:

Section 1. That the attached application for the Light Duty Electric Vehicle Supply Equipment (LDEVSE) Program in the amount of $390,809 for the period of May 1, 2020 – June 30, 2021, is hereby approved and its submission and filing with the appropriate official or office of the New Mexico Environment Department is in all respects approved.

Section 2. That in the event the grant is awarded, funds in the amount of $390,809 consisting of $179,774 from the VW Settlement Trust and matching funds of $211,035 from the Transfer to Operating Grants Fund Program in the General Fund (110) are hereby appropriated to the Environmental Health Department for the Sustainability Office in the Operating Grants Fund (265) for Fiscal Year 2020.

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CITY OF ALBUQUERQUE

Albuquerque, New Mexico

Office of the Mayor

Mayor Timothy M. Keller

INTER-OFFICE MEMORANDUM April 22, 2020

TO: Pat Davis, President, City Council

FROM: Timothy M. Keller, Mayor

SUBJECT: Resolution approving and authorizing the filing of the Light Duty Electric Vehicle Supply Equipment Program grant and providing an appropriation to the Environmental Health Department in Fiscal Year 2020.

For your consideration, please find the attached resolution to allow the Environmental Health Department to apply for New Mexico Environment Department's Light Duty Electric Vehicle Supply Equipment (LDEVSE) Program grant for Fiscal Year 2020. The grant will allow the City to install 13 dual-port electric vehicle charging stations at city facilities and parking spaces.

The attached application is seeking funding from the Volkswagen Settlement Trust, through the New Mexico Environment Department, of $179,774 for the period of May 1, 2020 through June 30, 2021.

City matching funds of $211,035 are required and available in the FY/20 Transfer to Operating Grants Fund Program in the General Fund.

The attached resolution is submitted for consideration and action by the Council.

Resolution approving and authorizing the filing of the Light Duty Electric Vehicle Supply Equipment Program grant and providing an appropriation to the Environmental Health Department in Fiscal Year 2020.

Approved:

5/15/20

Sarita Nair Date
Chief Administrative Officer

Approved as to Legal Form:

DocuSigned by:
Esteban A Aguilar Jr. 5/12/2020
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Esteban A. Aguilar, Jr. Date
City Attorney

Recommended:

DocuSigned by:
Ryan Mast 5/4/2020
295EE7EE64574ED...

Ryan Mast Date
Director, Environmental Health

Cover Analysis

1. What is it?

A grant application for the Light Duty Electric Vehicle Supply Equipment (LDEVSE) Program, funded through the Trust established by the Volkswagen (VW) Settlement. New Mexico Environment Department (NMED) developed a Beneficiary Mitigation Plan (Plan) to describe how the State plans to utilize the funds allocated under the Trust. The primary goal of the Trust and Plan is to offset the excess emissions associated with the affected VW vehicles registered in New Mexico. The LDEVSE Program will have access to 15% (approximately $2.7 million) of the State's allocation under the Trust to assist in lowering NO_x emissions through deployment of light-duty electric vehicle supply equipment. The funding will allow the City to install nine dual-port electric vehicle charging stations at city facilities and parking spaces.

2. What will this piece of legislation do?

Authorize the Department to apply for NMED's LDEVSE Program Grant and request an appropriation for the Fiscal Year 2020.

3. Why is this project needed?

Single passenger, gas-powered vehicles are a significant contributor to air pollution in Albuquerque, including ground-level ozone and greenhouse gas emissions. Installing city-owned electric vehicle (EV) charging stations will help to address these air quality concerns and advance climate change mitigation by enabling the adoption of low and no emissions vehicles by residents and within the City fleet. To effectively encourage the adoption of EVs and hybrids, residents and travelers must have the ability to charge these vehicles outside of their homes to alleviate range anxiety.

4. How much will it cost and what is the funding source?

The City seeks $179,774 from the Volkswagen Settlement State Trust. The grant requires a City match of $211,035 for a total project budget of $390,809. This amount is available in the FY/20 Transfer to Operating Grants Fund Program in the General Fund (110). There are no indirect overhead costs associated with this grant.

5. Is there a revenue source associated with this Plan? If so, what level of income is projected?

Revenue will equal the cost of electricity usage based on PNM's rate schedule, plus parking and administrative fees.

FISCAL IMPACT ANALYSIS

R: O:
FUND: 265
DEPT: EHD

TITLE: Light Duty Electric Vehicle Supply Equipment (LDEVSE) Program Grant

[ ] No measurable fiscal impact is anticipated, i.e., no impact on fund balance over and above existing appropriations.
[x] (If Applicable) The estimated fiscal impact (defined as impact over and above existing appropriations) of this legislation is as follows:

	Fiscal Years			
	2020	2021	2022	Total
Base Salary/Wages	-	-	-	-
Fringe Benefits at	-	-	-	-
Subtotal Personnel	-	-	-	-
Operating Expenses	21,259	369,550	-	390,809
Property	-	-	-	-
Indirect Costs	-	-	-	-
Total Expenses	$ 21,259	$ 369,550	$ -	$ 390,809

[ ] Estimated revenues not affected
[x] Estimated revenue impact

Revenue from program	-	-	-	-
Amount of Grant	19,975	159,799	-	179,774
City Cash Match	21,259	189,776	-	211,035
City In-kind Match	-	-	-	-
City IDOH	-	-	-	-
Total Revenue	$ 41,234	$ 349,575	$ -	$ 390,809
Number of Positions created	0	0	0	

COMMENTS:
The City's grant application seeks $179,774 from the Volkswagen Settlement State Trust. The grant requires a City match of $211,035 for a total project budget of $390,809. This amount is available in the FY/20 Transfer to Operating Grants Fund Program in the General Fund (110). There are no indirect overhead costs associated with this grant.

COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:
Single passenger, gas-powered vehicles are a significant contributor to air pollution in Albuquerque, including ground-level ozone and greenhouse gas emissions. Installing city-owned electric vehicle (EV) charging stations will help to address these air quality concerns and advance climate change mitigation by enabling the adoption of low and no emissions vehicles by residents and within the City fleet. To effectively encourage the adoption of EVs and hybrids, residents and travelers must have the ability to charge these vehicles outside of their homes to alleviate range anxiety.

PREPARED BY:

DocuSigned by: Gladys Santana 5/4/2020
83E8081/69E2435E...
FISCAL ANALYST (date)

APPROVED:

DocuSigned by: Ryan Mast 5/4/2020
20EFE7EE84574FD...
DIRECTOR (date)

REVIEWED BY:

DocuSigned by: 5/8/2020
CFBEAD15CB1B445...
Budget Analyst (date)

DocuSigned by: Lawrence L. Davis 5/8/2020
BD22ED7BFD9344E...
Budget Officer (date)

DocuSigned by: Christine Boerner 5/11/2020
E02C2023496C47D...
City Economist (date)

New Mexico Environment Department
Light Duty Electric Vehicle Supply Equipment Program

Project Application
July 15, 2019

Contents

Application Guide

New Mexico Environment Department (NMED) is offering this application for the Light Duty Electric Vehicle Supply Equipment (LDEVSE) Program, funded through the Trust established by the Volkswagen (VW) Settlement with the United States and administered by Wilmington Trust, N.A. (Trustee). NMED developed a Beneficiary Mitigation Plan (Plan) to describe how the State plans to utilize the funds allocated under the Trust. The primary goal of the Trust and Plan is to offset the excess emissions associated with the affected VW vehicles registered in New Mexico. The LDEVSE Program will have access to 15% (approximately $2.7 million) of the State's allocation under the Trust to assist in lowering NO_x emissions through deployment of light-duty electric vehicle supply equipment.

The submission of an application does not constitute an award. NMED reserves the right to accept, reject, or negotiate any or all applications received, and the terms therein. The final decision to award funds will be determined by NMED and the VW Trust Steering Committee.

Please read this guide carefully prior to applying for funding through the LDEVSE Program.

Projects are subject to ALL terms of the Trust

Funds from the Trust shall not be used for:

- Purchase or rent of real estate;
- Other capital costs (e.g., construction of buildings, parking facilities, etc.); or
- General maintenance, other than maintenance of actual electric vehicle supply equipment.

Other Requirements:

By submitting this application, the applicant agrees to the following conditions in addition to the terms of the Trust, to receive any potential funding from the LDEVSE Program. Applicants must:

- Install the LDEVSE within New Mexico.
- Meet the requirements of the New Mexico Procurement Code of Regulations, as applicable.
- Provide matching funds for the project as specified by the terms of Appendix D-2 of the Trust with a cap of $20,000 per dual port level-II charging station and up to 75% of eligible costs for a DC fast-charging station. The amount of match offered by the applicant greater than that required by the Trust will be considered in the review process.
- Maintain compliance with all state and federal regulations for contracting, auditing and payments. All contractors must be licensed to work in the State of New Mexico and maintain appropriate types and levels of insurance coverage.
- Charging stations must be purchased, and not leased or financed, to be eligible for funding.
- Applicants must either have title ownership of the site or facility where the proposed charging station(s) will be installed, or provide written approval for charging station installation from the title owner of the site. We request that all Home Owners Association (HOA) applicants include a formal resolution or letter of intent from the HOA Board with their application.
- The station(s) must have dedicated parking for EV use only.
- For multi-family residences, the charging stations must be commonly accessible and not dedicated to individual units.

- All charging stations must be certified by Underwriters Laboratories, ETL Listed or an equivalent certification and must have a minimum one-year warranty. Units must be compliant with the current version of the National Electrical Code (NEC) Article 625.
- Applicants must follow independently published recommendations on the installation of charging stations in compliance with the Americans with Disabilities Act (ADA). For more information about the ADA and charging stations, please see the U.S. Department of Energy's Guidance Document.
- Applicants must work with NMED to share data on overall energy consumption and interval data for the operational life of the station(s).
- Complete construction of the electric charging station within 2 years after execution of the Project Agreement.
- Allow routine audits of the project while under construction.
- Submit a final report consistent with the terms and conditions of the award. Specific details will be provided in the Project Agreement.
- Submit required documentation as requested from NMED for review and approval, prior to NMED's submittal of a reimbursement request to the Trustee for the agreed upon amount after completion of the project.
- Maintain charging station operability and public accessibility for at least 10 years after completion of construction. This includes maintaining compliance with local, state and federal laws including, but not limited to, safety, accessibility and point-of-sale.

Application Review and Selection Process

NMED will conduct a comprehensive review of the program applications and supporting documentation. NMED will not be responsible for an application that is rejected due to incomplete or inaccurate information. All complete applications will be evaluated and scored by a panel of air quality experts using the criteria listed below. Qualifying applications will be sent to the VW Trust Steering Committee for final selection.

Application Evaluation Criteria

The following criteria will be evaluated during the application selection process:

- Site Description and Project Feasibility
- Technical Requirements
- Community Impact
- Project Costs, Financial Structure and Budget

Valued Site Attributes

The following charging site attributes will be highly valued during the application selection process:

- Within 1.0 mile of a major highway, U.S. Route or state road in a rural area
- Points of access
- 24-hour access
- Sight lighting
- Cellular service coverage for major carriers
- Point-of-sale availability at or near the charging station, to include card readers
- Proximity to shopping, dining, or entertainment

- Potential for expansion

General Program Award and Project Agreement Conditions

1. Applicants selected for funding will receive a Notice of Selection letter from NMED Cabinet Secretary, or the Cabinet Secretary's designee, addressed to the contact person specified in the application.
2. Awardees will be assigned an NMED project advisor.
3. Projects selected by NMED and the Steering Committee will be forwarded to the Trustee. The Trustee approves funding requests that meet the requirements of the Trust.
4. Projects may begin after a Project Agreement has been fully executed.
5. The project must be completed as described in the application and Project Agreement.
6. Awardees will be reimbursed ***after*** the project has been fully executed, and ***only*** for costs expended by the awardee and approved by NMED and the Trustee. All invoices must be accompanied by documentation demonstrating that the invoices have been paid by the awardee.

The LDEVSE Program is a competitive program. An application may fail to receive funding or may be deemed unacceptable due to application inadequacies or receipt of more qualified applications. NMED will notify applicants in writing whether funding has been approved for the current application cycle. NMED is not obligated to provide detailed explanations why specific projects do not receive funding. The LDEVSE Program applications and information provided for approved projects are public documents and are subject to disclosure to the public upon request as required by applicable state and federal laws.

For more information about the VW settlement, visit our website or contact Robert Spillers at (505) 476-4324 or robert.spillers@state.nm.us. The funding requirements of the Trust may be found under Appendix D-2 of the VW Settlement.

Submittal Instructions and Requirements

Only complete applications submitted by the deadline will be considered. One original hard copy and one electronic copy, either on a CD or via email to Kerwin Singleton at kerwin.singleton@state.nm.us, must be received by NMED no later than 5:00 pm on November 15, 2019. Applications received after this time will not be accepted for any reason, and postmark dates will not be taken into consideration. A submission of an application does not guarantee funding and incomplete applications may not be considered. NMED may request additional project information at its discretion. Applications should include all required documentation and be mailed, or hand delivered to:

Kerwin Singleton
Planning Section Chief, Air Quality Bureau
New Mexico Environment Department
525 Camino de los Marquez, Suite 1
Santa Fe, NM 87505

PROJECT APPLICATION

For each application, applicants must complete each of the following requirements. By checking the following, the applicant is acknowledging that these requirements have been met:

x All required supporting documents, including maps, site plans, plot diagrams and renderings, and documents from utilities have been included as Appendices to this application.
x This application meets the requirements of the New Mexico Procurement Code of Regulations, as applicable.
x This application meets all requirements of the Trust, specifically those in Appendix D-2.

A. Project Description

Participant Information

Business or Organization Name (As shown on income tax return): City of Albuquerque		Tax ID#: 85-6000102	
Mailing Address: 1 Civic Plaza NW	City: Albuquerque	State: NM	Zip: 87102
Contact Name: Kelsey Rader	Contact Title: Sustainability Officer		
Contact Phone Number: 505.250.3433	Contact Email Address: krader@cabq.gov		
Project Title: City of Albuquerque Electric Vehicle Charging Network			

Site Description and Project Feasibility

Address/Location of the proposed charging site: See Table 1	
Latitude (deg., min., sec.): See Table 1	Longitude (deg., min., sec.): See Table 1
Idress located on a government-owned property? **x** Yes (all) ☐ No	

Please provide a brief summary of the project you are submitting.

The City of Albuquerque is applying for VW Trust Settlement funding to support a network of 13 dual-port, publicly accessible, Level 2 and Level 3 electric vehicle (EV) charging stations on city-owned facilities and parking spaces. These proposed charging stations will help to supply increased charging access to EV and plug-in hybrid owners both living in and traveling through Albuquerque. Specifically, these stations would fill service gaps along U.S. Interstate 40 (particularly on Albuquerque's Westside), Paseo del Norte, and U.S. Interstate 25. Siting the proposed stations in a myriad of neighborhoods at community-oriented facilities in proximity to heavily used roadways is intended to serve both interstate traveler needs, connect to the greater statewide network of charging stations, and bolster much-needed New Mexico resident EV adoption.

Setting a foundation for an expanded network of EV charging throughout the Albuquerque area that meet a variety of needs was key in selecting the sites included in this application. To best identify priority sites, the City of Albuquerque executed a contract with the Nature Conservancy to develop strategic recommendations for EV adoption. Part of this report included a formula ranking all city facilities for desirability of EV charging generally based on factors such as: volume of visitors to the facility, estimated daily number of EV's visiting the facility, and proximity to city residents living below the federal poverty line. The report containing this formula and its results is included with this

application (see Appendix E). Final decisions of proposed sites also took into account desirable criteria listed in the VW application, community input, and department director approvals.

Encouraging EV adoption in New Mexico is another major goal the City sought to address with its site selection. The selected EV charging sites in this application demonstrate a variety of benefits including: supplying increased charging opportunities for travelers and low- and middle-income neighborhoods, as well as centering EVs and hybrid vehicle use at community facilities to increase their visibility. The proposed locations are sited at facilities that serve as standalone attractions — community hubs where visitors spend an average of at least 1-3 hours. This consideration ensures visiting times align with the time necessary to receive a substantial vehicle battery charge. The chosen facilities also typically receive a large volume of daily and yearly visitors to give a greater chance of high charging usage. The visibility of EV charging stations at community-centered facilities heavily used by families also helps to embed low emissions vehicle use in Albuquerque. This visibility can help to instigate a larger shift in low and middle-income EV adoption as markets evolve and vehicle purchasing options increase. The City also selected sites that ensured geographic diversity across Albuquerque, to ensure greater citywide coverage for current EV owners and alleviate range anxiety.

This project proposal is part of a larger initiative in the City to advance wide scale adoption of electric vehicles. The City of Albuquerque is committed to significant climate change mitigation. As a winner of Bloomberg Philanthropies' American Cities Climate Challenge (ACCC), the City (see Appendix E) made an initial commitment to expanding its public EV charging network. In 2019, the City installed 14 EV charging stations at Civic Plaza Parking Garage and the ABQ BioPark – increasing the total of city- owned EV charging stations from 2 to 16. The charging stations included in this application would help further build the foundation of an expanded EV charging network in Albuquerque. Beyond the installation of charging stations, the City is also receiving support from the national ACCC network to explore how to leverage the influx of charging stations to achieve a cultural shift and develop a long-term public EV charging adoption and marketing plan. Insights from ACCC-provided workshops such as "Electric Vehicles and Equity", attended by Sustainability Officer Kelsey Rader, have set the path for exploring options for future low-income EV rideshare programs and private-public partnerships to increase EV use by rental car and rideshare companies.

The City is also working to convert 100% of fleet vehicles to plug-in hybrids, EVs, and alternative fuel vehicles (See Appendix E). In Spring 2020, the City plans to purchase more than 40 light-duty EV and hybrid vehicles to incorporate into the City fleet. The proposed stations would also help to ensure charging capacity is widely available to support our larger fleet electrification efforts in addition to public charging needs. Ultimately, this project would contribute to a greater push to reduce municipal carbon emissions, encourage greater access to low-emissions vehicles throughout the city, and ensure all sustainability efforts benefit all neighborhoods and socio-economic groups equitably.

Provide an estimated project timeline. Please describe the major phases of the project including milestones and the estimated completion date of each phase.

1. **Site Selection** (completed November 2019, update February 2020 based on grant application outcome): The City's EV Working Group, using the analysis completed by The Nature Conservancy and with community feedback from the two stakeholder engagement meetings

and public survey responses (see Appendix E) selected/prioritized the City's 11 EV sites included in this application. Based on the outcome of the State's grant review process, the City will refine the final sites to ensure we maintain a citywide network of charging stations and place particular emphasis on ensuring infrastructure access in underserved communities.

2. **Infrastructure and Technical Requirements** (completed February 2020): Prior to application submission, the City's EV Working Group worked with the Department of Municipal Development (DMD) and the Public Utility Company of New Mexico (PNM) to execute final site selection review and include any necessary infrastructure upgrades needed into the City's budget. The Albuquerque City Council approval for the grant submission will be sent to City Council a week following the submission of this application. The request to appropriate the funding for the City's match will be initiated as soon as the award announcement is made in February 2020 with completion by July 2020. Necessary permitting will begin following the award of the charging station contract (July – September 2020).
3. **Procurement** (completed July 2020): The City's EV Working Group has solicited requests for information from multiple charging station companies to develop its proposed budget. The City will comply with State purchasing requirements (NMSA 1978 13-1-28) in developing and administering a Request for Bid process or selecting a pre-approved contractor via Sourcewell. The City's EV Work Group will develop the framework for contracting in February 2020. That framework will include final site selection, technical upgrade requirements, operations and maintenance needs for ten years, monitoring, and pay structure to be implemented by the EV contractor. If the City releases an RFB, it will be released in March 2020, closed in April 2020, and the contractor will be selected by May 2020.
4. **Community outreach** (completed by July 2020): As part of the siting analysis, the City completed two stakeholder outreach meetings at Barelas Senior Center and the Lomas and Tramway Library. The City also released a survey requesting information on EV charging interest with over 300 responses (See Appendix E). Once final selection takes place, the City will continue marketing and outreach in the neighborhoods near the selected stations and with businesses and organizations potentially affected by construction. Beginning in June 2020, the Sustainability Office will also work with the City's communications team to advertise the locations of charging stations at City-owned sites (e.g. airport billboards, city website).
5. **Installation of infrastructure** (completed by December 2020): Once contractor selection and zoning analysis is complete, we anticipate construction to occur quickly, with construction beginning in August 2020 and completed by December 2020.
6. **Monitoring and evaluation** (ongoing): The City intends to operationalize the charging stations on a rolling basis, as construction is completed. Monitoring usage, including times of use, length of use and other metrics as outlined by the State Mitigation Trust document will be ongoing for the life of the charge stations. The data gathered will be used to inform future EV charging station siting, fee structure, and citywide efforts to reduce transportation-sector emissions.

Describe why the specific location is suitable for the proposed project including the number of chargers proposed for the site. Include a site rendering, and the location and description of existing electric service to the site. Provide a site plan (Appendix A) for the proposed project.

Table 2 in attachment "VW EV Charging Application Tables" (See Appendix G) contains information on the suitability of each site, number of chargers for each site, along with a brief description of the electrical service. Site renderings are attached in Appendix A.

Describe the proposed location of the site using an address or mile marker, the location of the site on your property, including how the site can be accessed and indicate space available for future expansion. Provide a map (Appendix B) of the proposed site with all major roadways included, a map 1-mile that identifies existing charging stations within a 75-mile radius around the proposed location, and a map showing any eating establishments, shopping or other entertainment within a 1-mile radius around the proposed location.

Table 3 "VW EV Charging Application Tables" (Appendix G) contains information giving the address of each proposed location of the site, the location of the site on each property, how the site can be accessed and whether or not space is available for future expansion.

Describe whether the site has existing electrical service, and what upgrades or installations may be needed. Attach documentation (Appendix C) from your local utility including the name of the utility's representative.

Table 4 (Appendix G) describes the existing electrical service along with any potential upgrades and installations.

Identify all necessary permits or other approvals required for the project:

See Table 7 for permit information on all sites		
Permit/Agreement Description*	**Not Required**	**Required**
Environmental	x	☐
Environmental Impact	x	☐
Electrical	☐	x
Structural/Building	☐	x
Zoning/Land Use	☐	x
Cultural/Historical Impact	☐	x
City Council/Board Approvals	☐	x
Other (list)_____	☐	☐

*You and your contractor may need valid permits for certain activities.

B. Technical Requirements

Provide details of the type of equipment you plan to install for EV chargers below:

EV Supply Equipment	Charger Power Output (kW)	Charging Technology	Number of Chargers	Expandable for Increased Power?
Multiport Level II*	14.4 KW	☐ CHAdeMo X SAE Combo	12 dual port (24 total)	N/A
Multi-Port DC Fast Charger	62.5 kW	x CHAdeMo ☐ SAE Combo	1 dual port (total 2)	x Yes ☐ No

Other-		☐ CHAdeMo ☐ SAE Combo		☐ Yes ☐ No
Open Standard Protocol (?)				X Yes ☐ No
Networked (internet?)				x Yes ☐ No
ENERGY STAR Certified Level II Electric Vehicle (EV) Charging Stations*				x Yes ☐ No
Provide additional details, if necessary. Include equipment specification documentation (Appendix D).				

* SAE J1772/6.2 kW connector.
** Information on ENERGY STAR certified equipment can be found at: www.energystar.gov/products/other/evse.

Describe the point of sale equipment to be installed at or near the EV charging station.

Charging stations will be equipped with both a credit card terminal and internet service to allow app subscription service member access. App and subscription software used will be dependent on the contractor selected through the bidding process. All charging stations will be able to accommodate separate, direct city billing and public purchasing options.

How does your organization plan to maintain the charging station(s)? Please detail any maintenance plans your organization has for the charging station(s).

The City of Albuquerque plans to enter into a maintenance agreement with the selected EV charging station manufacturer to ensure that all of the charging stations in the City remain operational and searchable on PlugShare, ChargePoint, ChargeHub and other EV charging mapping apps. The maintenance agreement will include software services and customer support for both the EV driver and the charging station owner, annual preventive maintenance, and monthly check-up inspections. Maintenance and service fees not recouped in charging fees will be paid for by departments hosting their respective charging stations.

C. Community Impact

Site Specific Attributes

Provide information on existing or planned site-specific attributes of your project, including the following: proximity to a major highway, U.S. Route or state road, points of access, 24-hour service, site lighting, ADA accessibility, cellular service for major carriers, point-of-sale availability, proximity to shopping, dining, and entertainment, and the potential for expansion.

See Table 5 (Appendix G) for site proximity to a major highway, U.S. Route or state road, proximity to shopping, dining, and entertainment, and the potential for expansion.

Additional Key Points:

- All city facilities including parking spaces are required to be ADA compliant and by the current building and zoning codes.
- The City's DMD Construction Services has hired an ADA officer to ensure compliance with ADA code on all streets and city rights-of-way.
- The City of Albuquerque receives full service from all major cellular carriers.
- 24 hour lighting is required at all city facility parking lots and structures.

Using EPA's EJSCREEN, provide information specific to the population within a five-mile radius of the proposed project.

Albuquerque is the largest city in New Mexico with a population of about 560,000 with a metropolitan area population of approximately 900,000. According to the American Community Survey, 48.5% of Albuquerque's population identifies as Hispanic or Latino and 22.9 % of the City's population is bilingual. Owing to its diversity, Albuquerque is consistently ranked one of the most creative mid-sized city in the U.S.

The City performed and attached EJ Screen reports for all of the proposed locations in this application (see Appendix H). We also generated a report for a 5-mile radius from the center of Albuquerque, where several charging stations are concentrated, including existing 5 dual port level 2 charging stations – the report found that this area represents roughly half of the ABQ population and ranked above the 80th USA percentile for all factors listed in the report.

Looking across the sites, we've highlighted the following findings:

- **Minority Populations**: 4 of the 11 sites had a 69 – 86% minority population within a 5 mile radius; 6 of the 11 sites had 46 - 62% minority population within a 5 miles radius; 1 site had 37% minority population within a 5 mile radius.
- **Low Income**: 7 of the 10 sites had 40-48% low income population within a 5 mile radius; 4 of 11 sites had 28 – 38 % low income population within a 5 mile radius.
- **Ozone:** 5 of the 11 sites ranked between the 59th and 94th percentiles for the State, EPA Region and USA. All 11 sites rank in the 60th percentile and above for the United States.
- **Traffic Proximity and Volume**: All 11 sites ranked in the 60th percentile and above within the state – 5 of 11 sites ranked in the 90th percentile and above for the state. For both the EPA region and USA, all sites ranged in the 60th – 87th percentiles.
- **Air Toxics Cancer Risk:** 5 of the 11 sites rank between the 65th – 91st percentiles for all percentile groups. All 11 sites rank in the 60th percentile and above for the USA percentile group.
- **NATA Respiratory Hazard Risk:** 5 of the 11 sites rank in the 60th – 92nd percentiles for all percentile groups. All 11 sites rank in the 60th percentile and above for the USA.
- **NATA Diesel PM:** 9 of the 11 sites ranked in the 60th percentile and above for all percentile groups. All sites ranked in the 60th percentile and above for the USA.

Is your organization planning to charge parking/charging fees for users? x Yes ☐ No
If "Yes", describe the proposed fee/rate structure for the use of the EV chargers and whether demand charge relief will be provided.

For metered parking sites, there would be a cost of $1 per hour parking fee. Some time limits will be put in place for meters to match existing time limits on neighboring meters. At city-owned parking structures, the cost is $1 for the first 30 minutes with a maximum of $8. As part of the fee structure, the city will charge for electrical usage, merchant and convenience fees that will cover the cost associated with extended warranty and monthly charges associated with unit.

The City of Albuquerque has a Green Vehicle program that allows qualifying vehicles free parking for up to 2 hours at any metered city facility. The program has an annual cost of $29. Residents using the EV charging stations would be eligible for the green sticker program to offset parking fees.

Have you engaged stakeholders in the vicinity of the proposed location to determine their interest in the proposed project? If so, describe below.

Yes, we have conducted a citywide survey on social media with over 300 respondents as well as targeted outreach to businesses and neighborhood associations. Several of these efforts were picked up and reported on by local news stations.

Albuquerque residents given an informal online survey about EV ownership and charging infrastructure. The survey was completed by over 300 people, most in support of expanding investment in EV charging infrastructure. Downtown, Nob Hill, and Uptown, were the most frequently mentioned neighborhoods when asked where additional charging infrastructure would be most useful. The complete EV survey results are documented in the report "Optimized Municipal EV Charging Infrastructure in Albuquerque" located in Appendix E.

The City of Albuquerque also hosted two community outreach meetings at two of the proposed sites to determine community support and interest (Lomas and Tramway library and the Barelas Senior Center). The meetings were advertised on the City's social media channels as well as by an appearance on local morning news. Total meeting attendance was 15, mostly from nearby neighborhoods. Meeting participants were very supportive, particularly of expanding the network of charging stations to currently underserved areas of the city.

D. Project Budget and Costs

Financial Structure

Describe the financial structure of the project. Include who will fund and assume ownership of the project; receive any financial benefits; pay for maintenance and repair; and the duration of the commitment to fund maintenance and repairs.

The City of Albuquerque will fund and assume ownership of the project. All financial responsibilities and benefits will be allocated to the departments who host each of the selected sites, including ongoing operation and maintenance costs, as well as vandalism costs. The City of Albuquerque commits to fund maintenance agreements and repairs for ten years.

Eligible Project Costs[1]

Provide an estimated budget for equipment, installation, and other cost categories listed below. This does not indicate that funding will be provided for all costs listed and funding must be consistent with the terms of the Trust, including cost sharing requirements.

LDEVSE Project Component	Cost	Line Item Description
Charger(s)	$225,318	(see Table 6 for breakdown by site)
Electrical System Upgrades	$31,298	
Other Components (Please list)	$36,105	(see budget outline for full list of other components)
Labor Installation Costs	$122,424	
Permitting Fees, if applicable (Please itemize)	$2,112	
Other Cost (Please itemize)	$171,463	(see budget outline for full list of other components)
Total Estimated Project Costs	$589,758	
Match Funding by Applicant	$262,806	
Total Funding Request to Trust[2]	$325,915	

[1] Level-II dual port charging stations have a funding cap of $20,000 per station, and DC fast chargers have a funding cap of 75%. Any amount greater than the cap can be included in the matching funding by applicant.

[2] The total funding request is the total project cost minus the match funding.

E. Additional Relevant Information

Please attach any additional relevant information such as:

- Additional information that will assist the Evaluation Committee's understanding of the proposed project.
- Additional documents that help support your application.

Attached are the following:

- Letters of support
- Copy of EV Charging Report by the Nature Conservancy
- Copy of American Cities Climate Challenge Commitments
- Copy of Executive Instruction for Conversion to EV's and Alt Fuel Vehicles

If you are attaching documents, please include a description of the documents attached.

F. Signature and Certification

I, Danny Alevarez, hereby certify that the information and data submitted in this application are true and accurate as possible, to the best of my knowledge.

Danny Alevarez
Applicant Printed Name

Director, AED
Title

Applicant Signature

1/7/20
Date

Appendix A - Site Plan

Site plans, at a minimum, must include:

- Scale
- Arrow indicating north
- Official property address, street names, lot dimensions, to include area in square feet or acreage
- Location of existing and proposed utilities
- Location of proposed charging units
- Location of lighting, pre-existing structures, driveways, etc. labeled as ""existing""; all proposed development labeled as "proposed"
- ID property ownership, zone/government/public property
- Setbacks from structures and appurtenances

Note: Additional requested details are included in