


Going Electric



Monterey County
Clean Fleet
Purchasing Policy

9.12.22

Recommendations

- Receive a presentation on the Clean Fleet Purchasing Policy for the County of Monterey and provide any direction to staff regarding the policy;
- Adopt the Clean Fleet Purchasing Policy for all Monterey County vehicles to become effective 1/1/2023;
- Provide other direction to staff as necessary

Driving Factors behind this Policy and Recommendations



Clean Air

Transportation generates

- 80% smog-forming pollution
- 95% toxic diesel emissions



Economy

- EV's are CA's second largest global export market
- Total Cost of Ownership < combustion vehicles



Regulations

- Advanced Clean Car Rule (ban on combustion vehicles)
- Advanced Clean Fleet Regulations (*draft*)
 - 50% of new purchases must be ZEV by 2024
 - 100% by 2027



Climate Change

- Transportation accounts for > 50% GHG emissions in CA

County Role in Deploying EVCS- Set An Example and Lead the Way

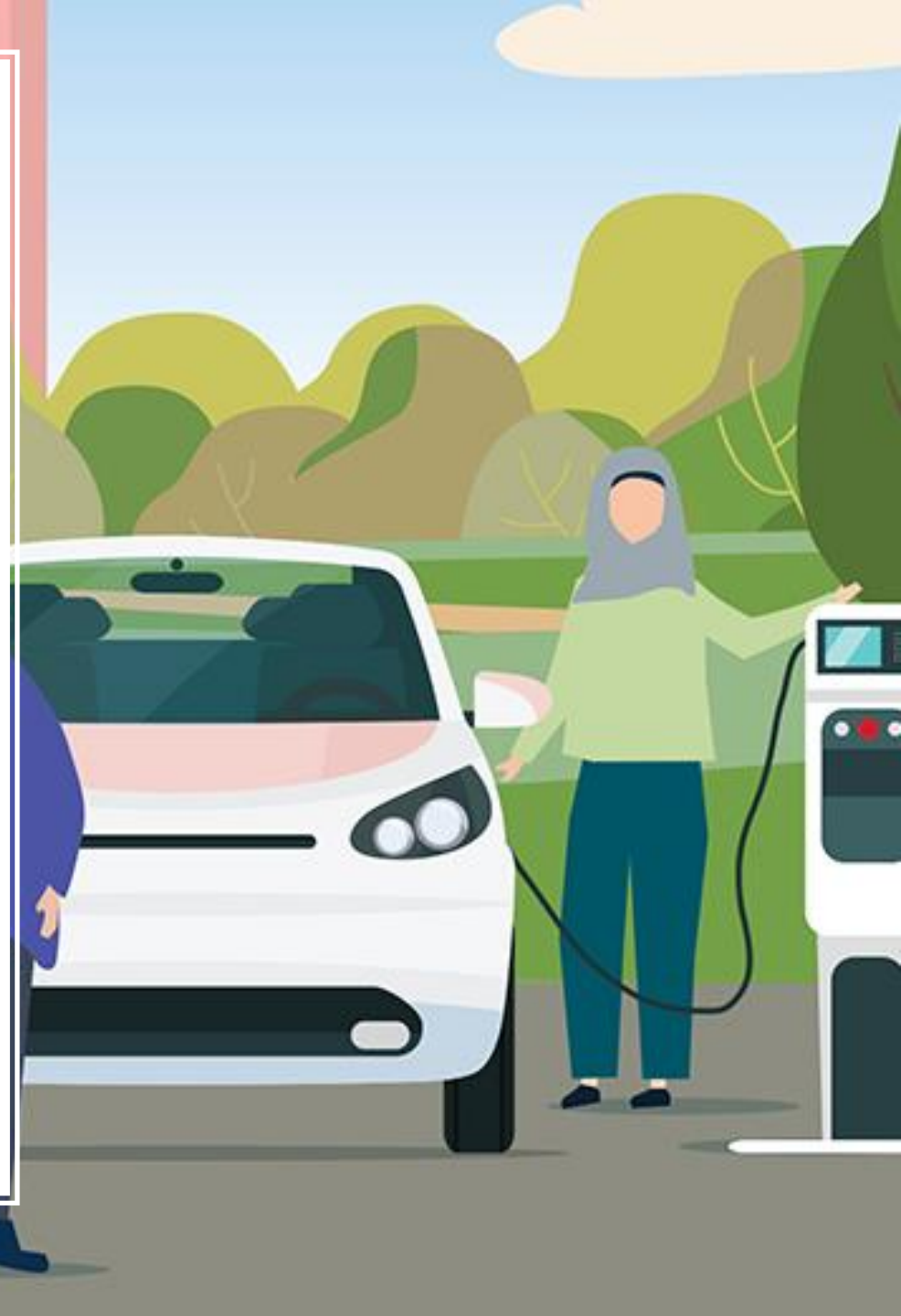
Recommended Action	Cost	Staff Time Required	Status	Timeline
<p>Adopt a Purchasing Policy for EVs</p>	<p>\$1.5M savings projected for EV near term switches; Upfront funding is needed for vehicles and stations</p>	<p>.30 FTE from Sustainability Program; .2 FTE from PWFPP; Assistance from C/P on MSA development</p>	<p>Presented to AEEC; Presenting to the Board for adoption</p>	<p>Expected for FY22/23</p>
<p>Prioritizing installation of EVCS through the CIP</p>	<p>\$350,000 annually</p>	<p>.1 FTE Sustainability Program for distribution of funds and maintenance of program</p>	<p>Completed- Recommended by Budget and Capital Improvements Committees; not funded through Budget Process</p>	<p>Conducted through FY21/22 CIP process</p>

Project Timeline

- October 2021- Referral Response
- November 2021- Presentation to Department Heads
- Winter 2021/22- Research Conducted with Fleet, Facilities, Contracts/Purchasing and Departments
- February 2022- Presentation to AEEC
- Spring 2022- Departmental Presentations to receive feedback on Fleet Electrification Policy and exemptions
- July 2022- Policy Presented to AEEC

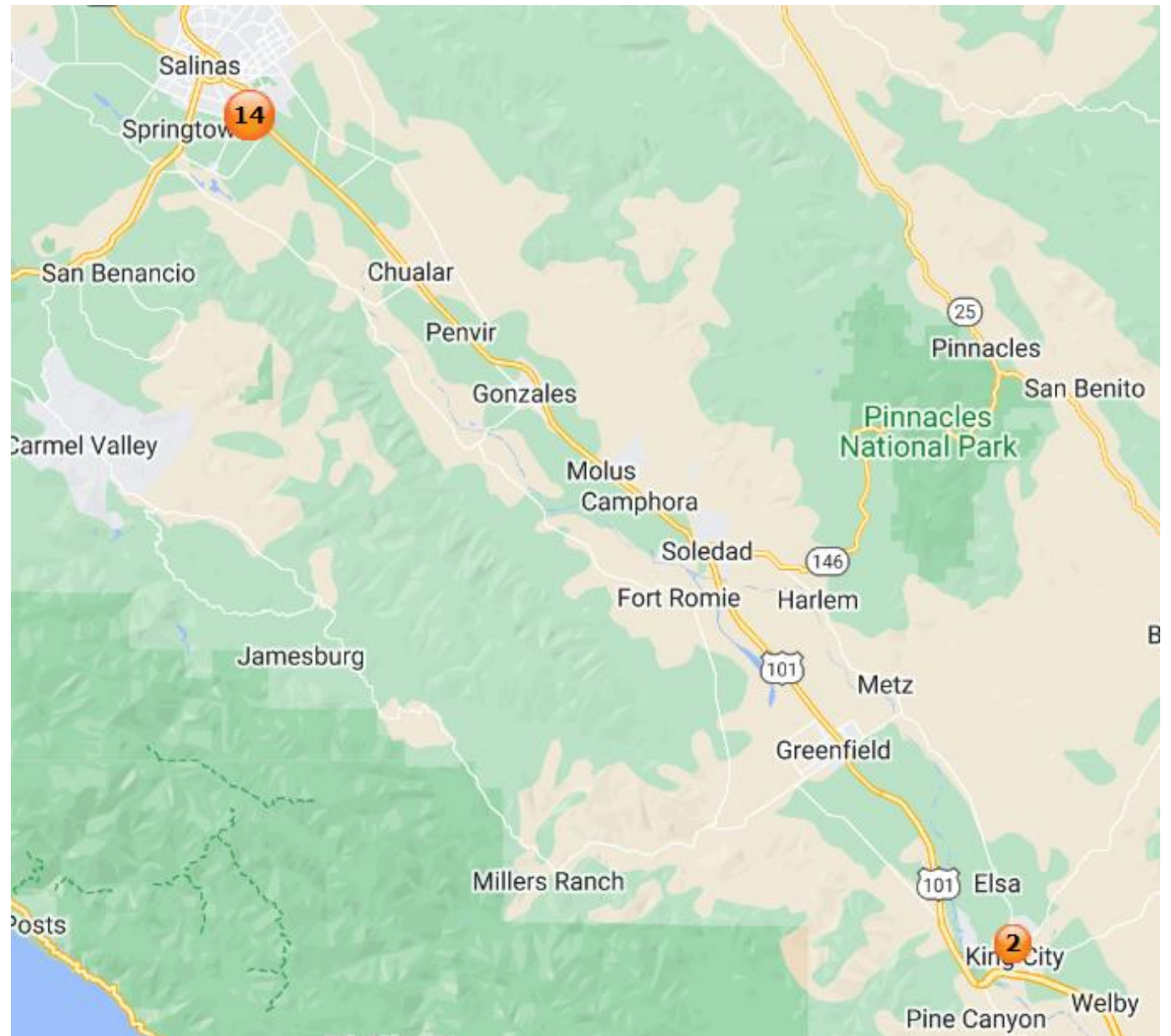
Feedback from departments

- We received feedback on fleet electrification from PWFP, ITD, Probation, CAO, & Health
 - Need more EV Charging Stations
 - Do not what vehicles unusable because they are not charged
 - Not appropriate for certain uses
 - Emergency response vehicles, vehicles on patrol
 - Security concerns
 - Some vehicles need to be behind a fenced in area
 - Theft of the vehicles and parts
 - Feedback from Maintenance/Facilities/Fleet
 - Ensuring that all departments are on the same page moving forward with fleet electrification.
 - Maintenance of the stations



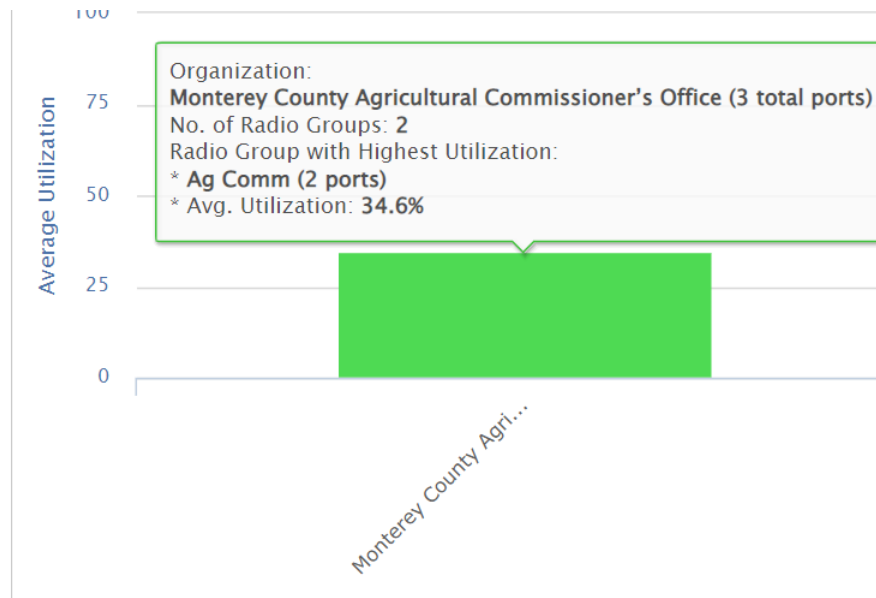
9 Installed EV Charging Stations (17 Ports)

- Monterey County owns and operates 9 known ChargePoint EV stations with 17 Charging Ports.
 - Monterey County
 - 1441 Schilling Pl. (6)
 - 168 W Alisal St.
 - Agricultural Commissioner's Office
 - 1428 Abbott St. (1)
 - 522 N. 2nd St King City. (1)
- There are a few additional public facing EV charging stations on county properties that are not part of the ChargePoint account

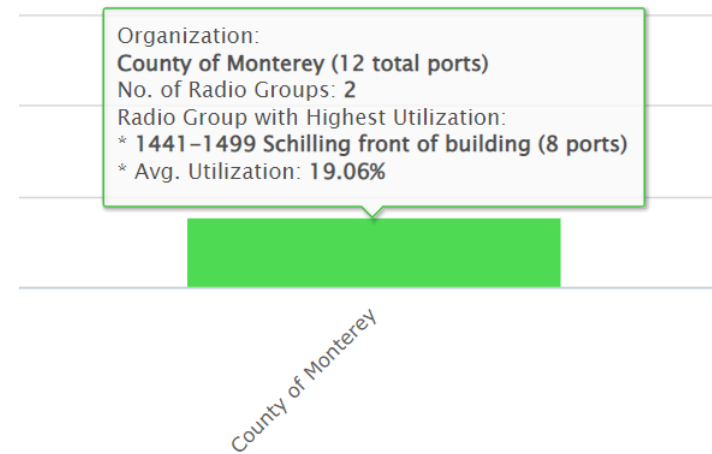


Current EV Charging Stations

Monterey County Agricultural Commissioner Account



County of Monterey Account



Average utilization of ports over the last 30 days

Vehicles

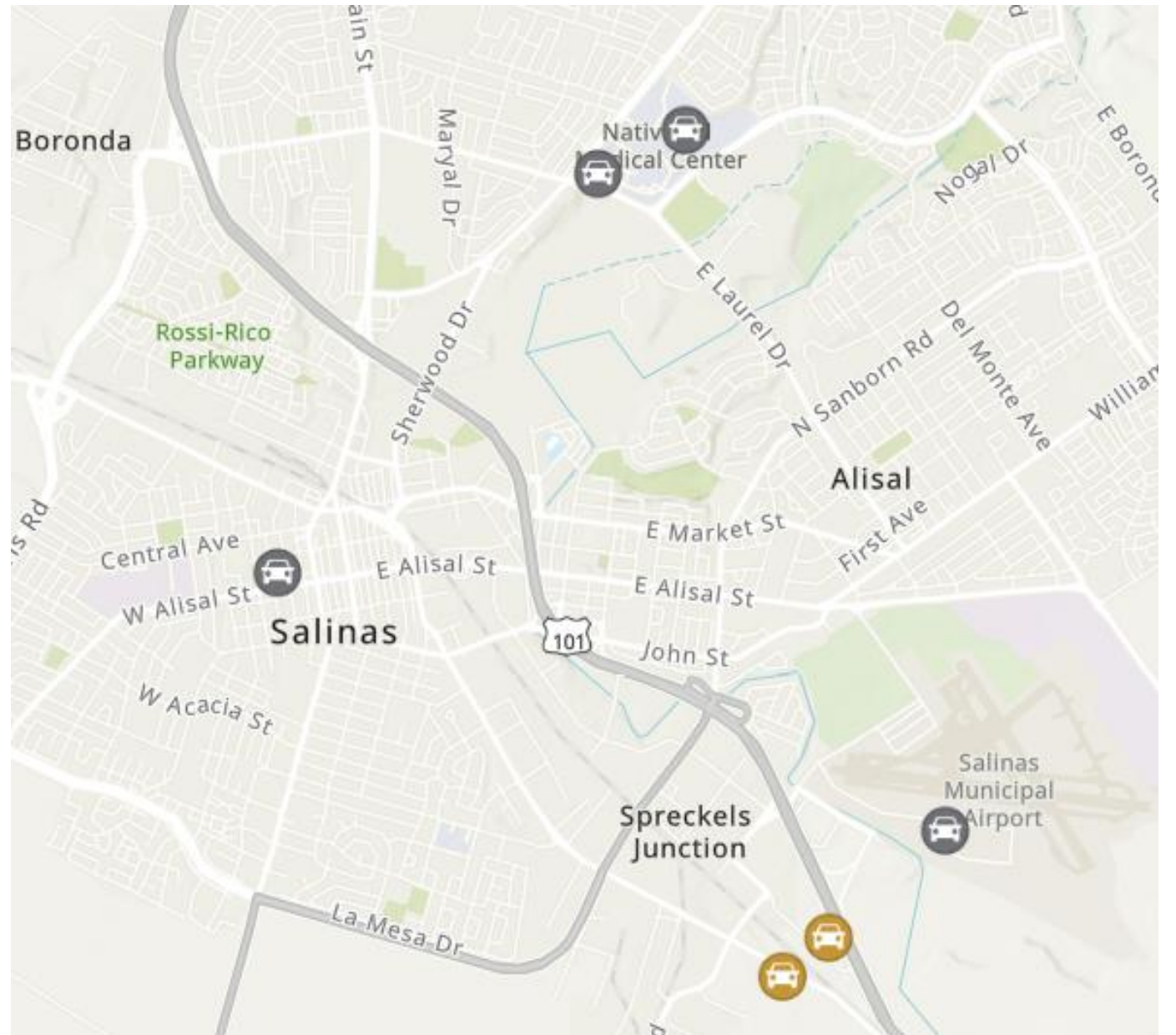
- 39 ICE near term switch vehicles
 - Excluding vehicles in Probation and the Sheriffs/ Coroner departments
- 35 additional near-term switch vehicles that are *already* EVs or Hybrid
- The county's current EV Charging station usage is averaging 30% utilization, leaving room to expand the EV Fleet with existing infrastructure.



31 Planned EV Charging Station Installations

- ITD (Quotes received/funded)
 - **1590 Moffett St**- 4 Stations
- Health – Natividad Rd (grant funded/stalled)
 - **1270 Natividad Rd**- 2 stations
- New Behavioral Health Building (in design/funded)
 - **1331 Sanborn Rd.** - 2 stations
- Sheriff's Office (part of Net Zero project effort/funded)
 - **1410 Natividad Rd**- 10 stations
- Alisal Parking Garage (Planned)
 - **240 Church St**- 10 stations
- Libraries- Castroville, Greenfield, Gonzales- Grant Funded Fast Stations

3CE incentive: Each site can receive \$10K for installation and \$10K towards the station hardware = **\$100K**



Purchasing Policy

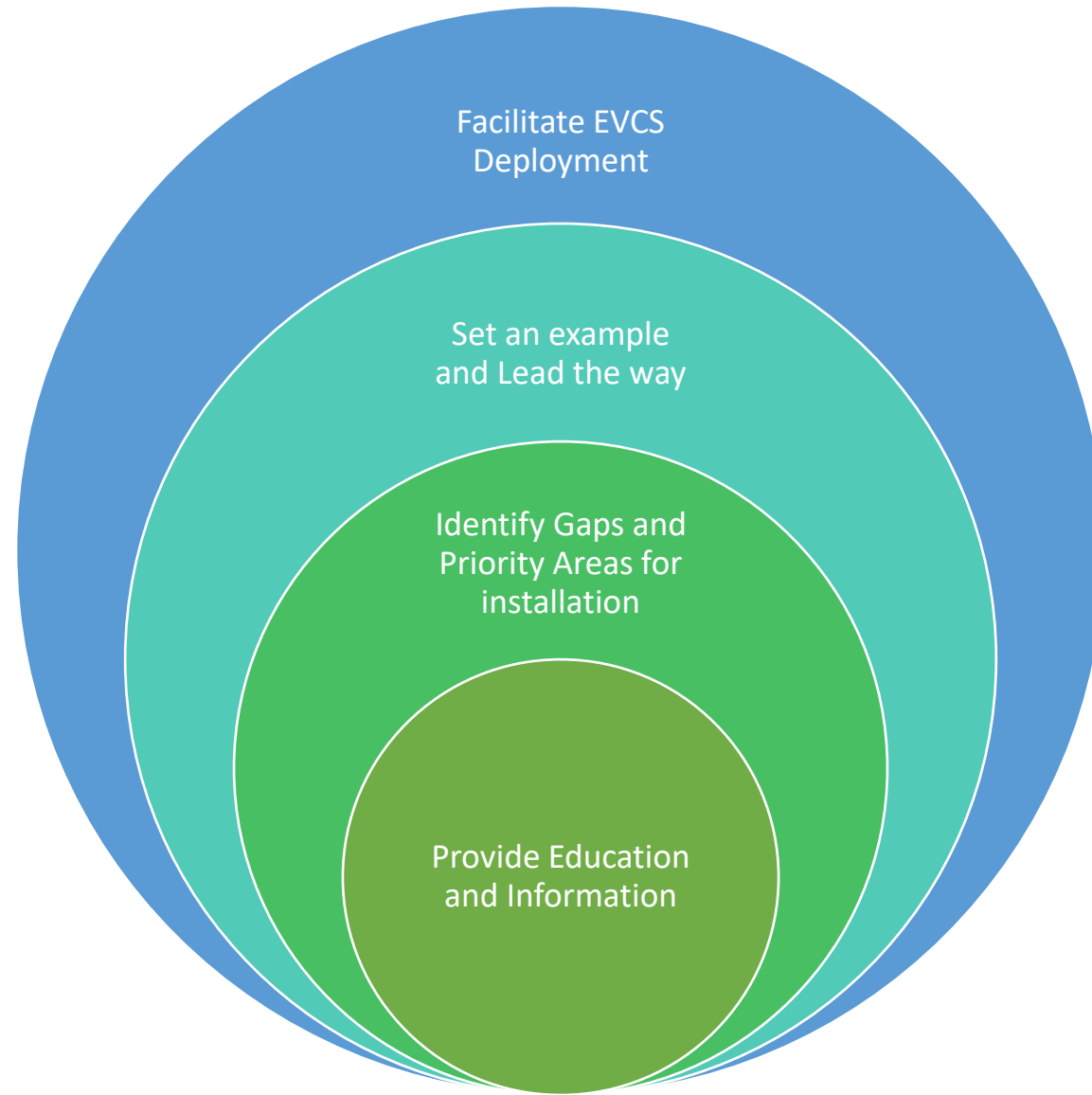
It is the policy of the County of Monterey, applicable to all departments and divisions, to reduce vehicle fleet emissions by prioritizing ZEV purchases over comparable vehicles powered by internal combustion engines utilizing fossil fuels, petroleum-based fuels, (gasoline) and other alternative fuels, such as ethanol or renewable diesel. The County of Monterey will support this endeavor through:

- Purchasing ZEVs, as a first option priority for the County fleet unless it is not feasible because of one or more of the exemptions provided in Section Four of this policy.
- Actively seeking rebates and grants to purchase ZEVs and electric vehicle charging infrastructure
- Increasing the installation of electric vehicle charging infrastructure to support the annual purchase of ZEVs
- Committing to test, evaluate, and, where feasible, acquire ZEVs for medium and heavy-duty vehicle classes.

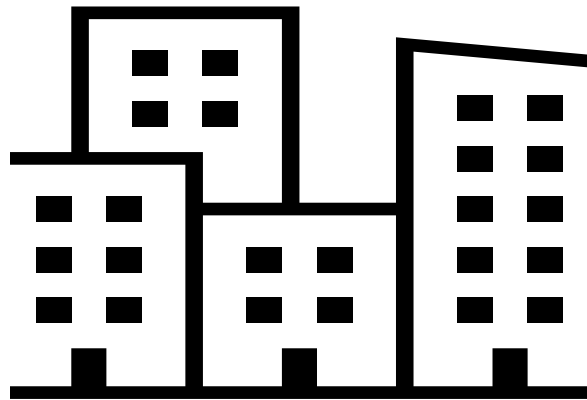
Exemptions for Purchasing a ZEV include:

- No viable ZEV option is available for purchase in the current vehicle market with proven technology from a manufacturer that has a robust track record of producing quality reliable products and provides reasonably sufficient parts and training support;
- The department can demonstrate that a ZEV does not meet the functional operational requirements to fulfill intended County services, such as:
 - The vehicle type needed for the job is not available as a ZEV (i.e., van, truck, minivan, etc.)
 - Rated towing capacity or payload
 - Maximum required daily mileage or operating hours exceeds the range of a ZEV (typically traveling over 200 miles daily or continuously)
 - Required specialized functionality, utilization, or outfitting
 - The Total Cost of Ownership (TCO) of the ZEV is more than 10% higher than the ICE vehicle the department intends to purchase
 - No fueling/ charging infrastructure access for the ZEV is available or is planned to be completed within 12 months of the vehicle purchase within 1/4 miles from the intended parking location of the vehicle, or that location does not meet existing security requirements of the vehicle AND the vehicle cannot be charged at a County facility overnight.

What is the County's Role in Deploying EVCS?



Increasing EV Charging Accessibility in Multi-Unit Housing



- 80% of charging will be done at home
- Renters cannot readily install EVCS at home
- We need to increase EVCS accessibility at Multi-Unit Dwellings
- Preparing for EV capacity during construction is at least 3x more cost effective

2022 Building Code Options

	< 20 Units Mandatory	< 20 Units Tier 1	< 20 Units Tier 2	20+ units Mandatory	20 units Tier 1	20+ units Tier 2
EV Capable- Electric capacity available	10%	-	-	10%	-	-
EV Ready- Electric wiring completed at receptacle	25%	35%	40%	25%	35%	40%
EVSE – Charging station fully installed	0	0	0	5%	10%	15%

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Questions &
Comments