

1.0 PROJECT SUMMARY

Applicant: City of Placerville
 Contact Person: Pierre Rivas
 Address: 3101 Center Street, Placerville CA 95667
 Telephone: (530) 642-5252 Fax: (530) 295-2510
 Email: privas@cityofplacerville.org

1.1 Project Description

The Electric Vehicle Infrastructure Project (Project) proposes to install two electric vehicle (EV) DC fast charging stations within the City of Placerville and the community of Meyers. The expansion of EV charging stations, specifically fast charger infrastructure in the Highway 50 corridor, will advance the attainment of air quality standards in both the Sacramento and Lake Tahoe air basins, promote the region's economy, and excel the electrification of the Bay area to Tahoe transportation corridor. Better connecting these regions and communities for electric vehicles will substantially reduce vehicle emissions, thereby helping the region to achieve compliance with air quality regulations and GHG reduction targets. Furthermore, the installation of EV infrastructure is consistent with the overall goals established in the El Dorado County Regional Transportation Plan 2010-2030 and with the Lake Tahoe Sustainability Action Plan's goal to promote environmentally-friendly transportation by encouraging the use of alternative forms of transportation including electric vehicles. Nissan aims to accelerate DC Fast Charger growth through innovative strategic partnerships. We are partnering with Nissan through a hardware donation to expedite the installation of EV fast chargers in El Dorado County.

The City of Placerville proposed site is at the old Canal Street connector, which is now a parking lot. This will attract commuters to downtown Placerville since it takes approximately 30 minutes for a complete charge. A second site is proposed in the community of Meyers on one of three potential sites: 1) California Tahoe Conservancy property, 2) the Lira's Market parking lot, and 3) the Lake Tahoe Visitors Center, all of which are adjacent to Highway 50. Only one location will be decided upon for the Meyers location. The next closest DC fast charging stations are located in Folsom and Truckee.

1.2 Estimated Emission Reductions/Cost-Effectiveness

Useful Life of Project (years)	20
Total Lifetime Emissions Reduced (lbs. of ROG, NOx, PM-10)	ROG: 688, NOx: 703, PM-10: 664
Cost-Effectiveness (total project costs)*	\$16.71
Cost-Effectiveness (AQMD Funded project costs)*	\$13.18

1.3 Budget Summary

1.4 Budget Itemization

Project Grand Total: \$216,177

Budget Summary	AB2766 Funds	Matching Funds	In-Kind Match	Total Project Costs
Materials	\$ 135,000.00		\$ 50,000.00	\$ 185,000.00
Personnel	\$ 24,960.00	\$ -	\$ 5,217.00	\$ 30,177.00
Other	\$ 1,000.00	\$ -	\$ -	\$ 1,000.00
TOTAL	\$ 160,960.00	\$ -	\$ 55,217.00	\$ 216,177.00

Line Item	Title/Classification	No. Of Hours	Salary Rate	Benefit %	Total	Total Cost
Personnel - EN2 Resources, Inc.	Principal Coordinator	60	\$ 167	33%	\$ 10,020	\$ 10,020
Personnel - EN2 Resources, Inc.	Assistant Coordinator	60	\$ 126	33%	\$ 7,560	\$ 7,560
Personnel - EN2 Resources, Inc.	Assistant Coordinator	60	\$ 97	33%	\$ 5,820	\$ 5,820
Personnel - EN2 Resources, Inc.	Assistant Coordinator	30	\$ 52	33%	\$ 1,560	\$ 1,560
Personnel - City of Placerville	Building Official	16	\$ 135	N/A	\$ 2,160	\$ 2,160
Personnel - City of Placerville	City Engineer	8	\$ 115	N/A	\$ 920	\$ 920
Personnel - City of Placerville	Building Inspector II	9	\$ 113	N/A	\$ 1,017	\$ 1,017
Personnel - City of Placerville	Engineering Technician	10	\$ 62	N/A	\$ 620	\$ 620
Personnel - City of Placerville	Administrative Secretary	10	\$ 50	N/A	\$ 500	\$ 500
Contracts (removal, transportation, disposal)		Liberty Utilities (\$60,000 including underground power extension) & PG&E (\$50,000) Application for New Service Contract & Power Infrastructure. Site development for City of Placerville (\$5,000) and Meyers (\$10,000) locations. Electrical Engineering plans (\$10,000)				\$135,000
Materials & Supplies		DC Fast Charging Stations (2 at \$25,000 each)				\$50,000
Equipment Rental						
Other Costs		Permits - City of Placerville permits (\$400), El Dorado County Permits (\$400), and TRPA review process (\$200)				\$1,000

PROJECT GRAND TOTAL: \$ \$216,177

2.0 CONTENTS CHECKLIST

Applicant: City of Placerville

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(*Must utilize **May 2013** Emission Factors*)
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Attachment 1 - 1960 Acquisition Hwy 50 Canal East

Attachment 2 – Commitment Letter

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3.0 AUTHORIZATION LETTER/RESOLUTION

8.8

City Manager's Report
November 12, 2013 City Council Meeting



Prepared by: Pierre Rivas, Development Services Director
Item #: 8.8

Subject: Adopt Resolution No. _____, a Resolution of the City Council:

1. Authorizing the submittal of a regional application on behalf of itself and the participating cities and counties or other entities to the El Dorado County Air Quality Management District for an AB 2766 Motor Vehicle Emission Reduction Projects Grant, FY 2014/15; and
2. Authorizing the City Manager, or his/her designee, to execute all grant documents necessary to secure grant funds and implement the approved grant project.

Background:

El Dorado County has enacted Assembly Bill 2766 (AB 2766) the Motor Vehicle Fee Program, which was adopted into the California Health and Safety Code and authorizes the Department of Motor Vehicles (DMV) to collect a motor vehicle registration clean air surcharge. The revenues are provided to the El Dorado county Air Quality Management District (AQMD) to be used for internal operations and grant programs that reduce air pollution from motor vehicles in order to implement the Clean Air Act.

El Dorado County AQMD Motor Vehicle Emission Reduction Projects Grant FY 2014/15 Request for Proposals (copy attached) goal is to identify projects that provide significant motor vehicle emission reductions at the lowest cost per ton of emissions reduced.

Discussion:

Nissan is offering an Electric Vehicle (EV) Advantage Program that supplies a DC Fast Charger to entities that are willing to site an EV charging station on their property. City staff is considering one or more City property locations to install an EV charging station.

The AQMD grant funding and Nissan EV Advantage Program, if both are approved, would supply the equipment and pay for the installation of the EV charging station at no cost to the City, with the exception of staff time required to apply for and administer the AQMD grant funds and the Nissan EV Advantage Program. If so directed by the City Council, City staff will coordinate with South Tahoe Public Utility District (STPUD) staff to submit a single AQMD grant application that would also fund the full costs of installing an EV charging on STPUD property in Meyers, California. If the AQMD grants funding to install both the City's and STPUD's EV charging stations, then STPUD will be fully responsible for the installation of the EV charging station in Meyers.

Staff considers the installation of an EV DC Fast Charger in Placerville and Meyers to be in the public interest and of substantial marketing and economic value to businesses and other commerce in Placerville. If awarded, the City will enter into a Grant Agreement with the El Dorado County AQMD for implementation of the grant.

Budget Impact: Staff time required to apply for and administer the AQMD grant funds; and the potential need to secure \$2,000 City funds as a local match.

Recommendation:

1. Authorize the submittal of a regional application on behalf of itself and the participating cities and counties or other entities to the El Dorado County Air Quality Management District for a Motor Vehicle Emission Reduction Projects Grant, FY 2014/15; and
2. Authorize the City Manager of the City of Placerville, or his/her designee, to execute all grant documents necessary to secure grant funds and implement the approved grant project.


M. Cleve Morris, City Manager


Pierre Rivas, Development Services Director

Exhibits:

- A. Request for Proposals El Dorado County AQMD Motor Vehicle Emissions Reduction Projects 2014 & 2015

4.0 PROJECT DESCRIPTION

Electrical vehicle (EV) charging stations are a valuable part of a city's infrastructure and greater transportation plan vision. The expansion of EV charging stations, specifically fast charger infrastructure in the Highway 50 corridor, will advance the attainment of air quality standards in both the Sacramento and Lake Tahoe air basins, promote the region's economy, and excel the electrification of the Bay area to Tahoe transportation corridor. Better connecting these regions and communities for EVs will substantially reduce vehicle emissions, thereby helping the region to achieve compliance with air quality regulations and GHG reduction targets. The installation of EV infrastructure is consistent with the overall goals established in the El Dorado County Regional Transportation Plan 2010-2030. The promotion of alternative energy vehicle use through expanded infrastructure will meet the County's goals to: 1) preserve and develop an integrated, multi-modal transportation system which facilitates the movement of people, information, goods, and services through and within the region; 2) support the achievement of state and federal air-quality standards and; 3) provide for transportation services, facilities, and vehicles that cause the least amount of environmental impact and yield environmental benefits wherever feasible. The installation is also consistent with the Lake Tahoe Sustainability Action Plan's goal to promote environmentally-friendly transportation by encouraging the use of alternative forms of transportation including EVs.

The primary source of air pollution in California is vehicle exhaust. As a result, transportation and air quality are closely linked. In fact, according to the Transportation Plan, the Sacramento region (including El Dorado County) is designated as a non-attainment area for air quality standards, which are specified by the California Clean Air Act of 1988 and the Federal Clean Air Act Amendments of 1991. In addition, the Lake Tahoe region (including part of El Dorado County) is in non-attainment for Ozone and PM10 as of February 2012, according to California standards. Expanded use of EV within the Highway 50 corridor is one part to a greater solution for meeting air quality standards. Regional connections to the west are one of the most prominent transportation issues in El Dorado County. The Transportation plan states that El Dorado County will need to maintain and improve safety and access at transit stops and park-and-ride lots as well as maximize use of the existing US 50 High Occupancy Vehicle (HOV) Lanes to improve commute to the Sacramento Valley. Increased use of EVs through the expansion of support infrastructure will help to maximize the use of HOV lanes.

In addition to the California Clean Air Act, the Sustainable Communities and Climate Protection Act of 2008 set targets for greenhouse gas emission reductions from passenger vehicles by region. The Sacramento Metropolitan region, which includes parts of El Dorado County, has targets of 9% per capita reduction by 2020 and 16% per capita reduction by 2035. The Tahoe Basin region has targets of 7% reduction per capita by 2020 and 5% per capita reduction by 2035. Installing EV infrastructure that promotes and expands the geographic reach for EVs will help reach these targets because longer trips will be possible along the highway 50 corridor and within the Sierra

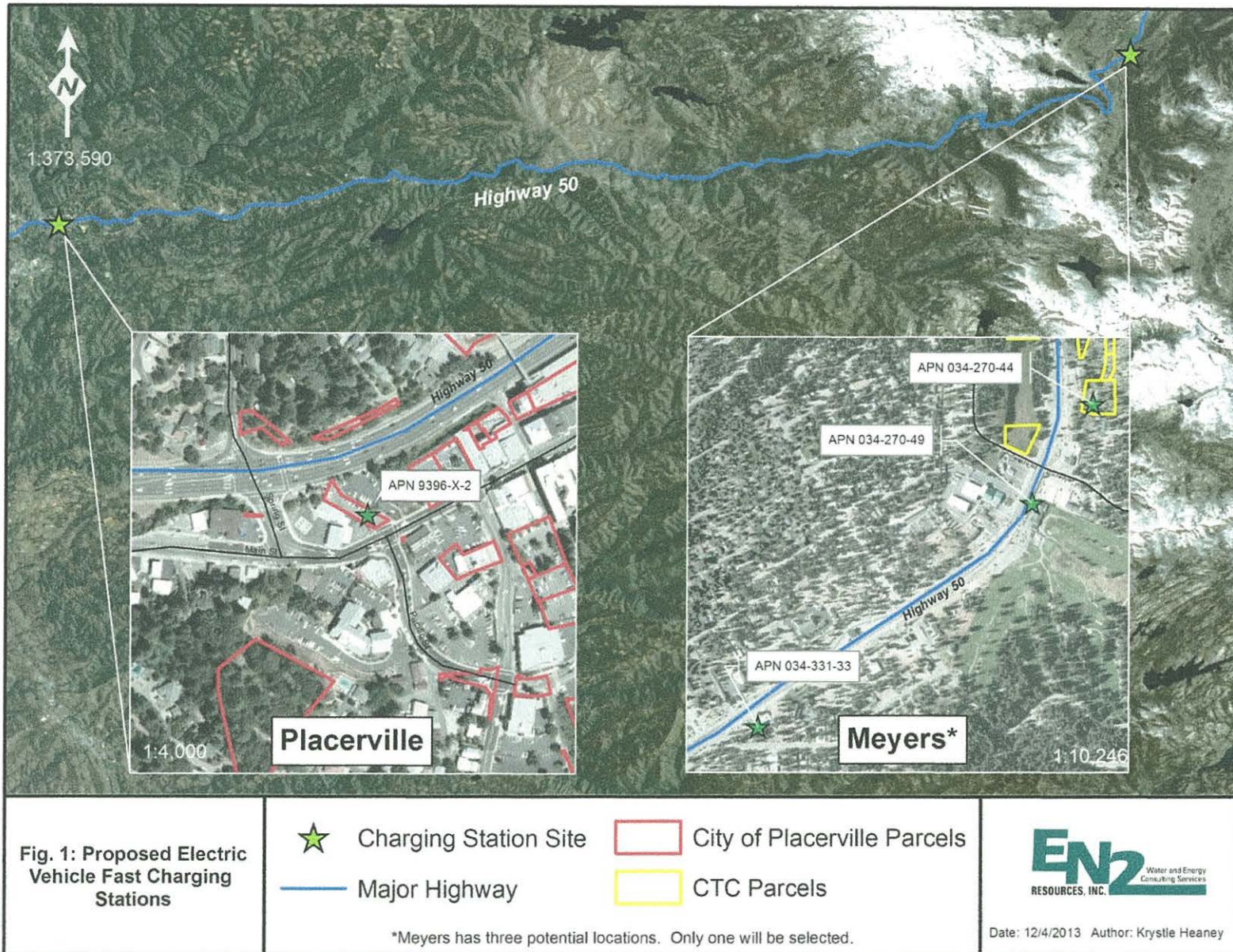
foothills. On March 23, 2012, Governor Brown signed an Executive Order laying the foundation to support 1.5 million zero-emission vehicles (ZEVs) by 2025. As a near-term goal for 2020, the Executive Order specifies infrastructure be built to support the fueling of 1 million ZEVs. In addition, the governor has recently published a ZEV Action Plan which specifies clear action items to promote the building of fueling infrastructure, increase vehicle adoption, and developing ZEV-related California jobs.

An electrical vehicle, such as the Nissan Leaf, can typically travel 75 miles on one charge (Nissan). This is ideal for the average commute but longer trips require careful planning to insure that charging stations are available. By installing two new fast charging stations along the Highway 50 corridor, travelers making the 100 mile plus trip from the Sacramento Valley and Bay Area to the greater Lake Tahoe area will have easy access to charging stations and thus local businesses.

The strategic placement of EV infrastructure provides convenient stops for ZEVs traveling long distances while providing economic gain for local communities and promoting green living. The scope of work for the Project would be to install two EV DC fast charging stations in El Dorado County along the Highway 50 corridor, one within the City of Placerville and one within the community of Meyers.

The City of Placerville proposed site is at the old Canal Street connector, which is now a parking lot. This will attract commuters to downtown Placerville since it takes approximately 30 minutes for a complete charge (Figure 1) and the proposed charging station site is within walking distance (one block) of historic Main Street Placerville. A second site is proposed in the community of Meyers on one of three potential sites: 1) California Tahoe Conservancy property, 2) the Lira's Market parking lot, and 3) the Lake Tahoe Visitors Center, all of which are adjacent to Highway 50 (Figure 1). Only one location will be decided upon for the Meyers location. The downtown Main Street area is in a prime location for an EV fast charger due to its strategic location directly off the Highway 50 corridor. The chosen potential location is close to commercial/retail centers and provides quick and easy access from Highway 50. The City of Placerville acquired this property from the State in 1960 (Attachment 1). Meyers is in a unique position for an EV fast charger being strategically located directly on the Highway 50 corridor, which is the southwest portal to the Lake Tahoe Basin. In addition, the proposed project is in sync with the Conservancy intended use, Meyers Area Plan and community vision which identifies this property as a future trail head/public parking. The chosen potential locations are close to commercial/retail centers and are located just outside South Lake Tahoe for those drivers looking for a quick charge and go on their return trip to the Sacramento and Bay Area regions.

Nissan currently has intentions to accelerate DC fast charger growth through innovative strategic partnerships. We are partnering with Nissan through a hardware donation to expedite the installation of EV fast chargers in El Dorado County. Nissan is committed to donating two DC fast charging stations, one for each proposed location (see commitment letters in Attachment 2).



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4.1 Goals

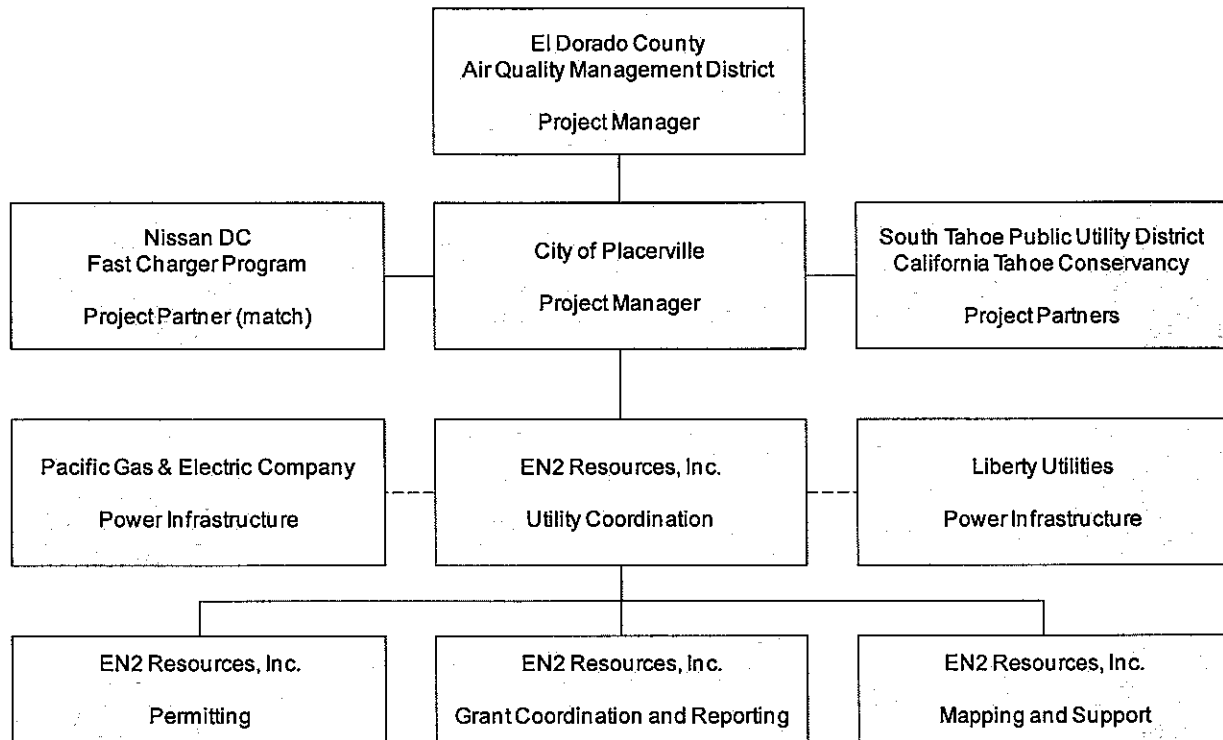
- 1) To help the region achieve compliance with air quality regulations and GHG reduction targets
- 2) Provide economic stimulus through the use of cutting-edge technology while attracting a unique subset of the population to these community centers.
- 3) To enable the expanded use of EVs in the Highway 50 corridor by “connecting the dots” from the greater Bay Area to the greater Tahoe region.
- 4) Provide educational outreach on the use of EVs and resulting Greenhouse Gas reductions.
- 5) To contribute to the development of effective technologies which are important to the future of our country and our planet

4.2 Objectives

- 1) Install EV fast charger station in the City of Placerville
- 2) Install EV fast charger station in the community of Meyers
- 3) Provide public education signage to emphasize the benefits of EVs and the associated GHG reductions

5.0 PROJECT ORGANIZATION/BACKGROUND

The City of Placerville has assembled an expert team of engineering, environmental, and electric transmission partners that plan, design, permit, finance, construct, and operate electric utility projects as core areas of their consulting practices. An organizational chart (Figure 2) is provided. The Project team expertise will be enhanced with the support of electric utilities and project partner organizations.



Mr. Pierre Rivas, Director of the Developmental Services Department with the City of Placerville, will serve as Project Manager for the project. Mr. Rivas has been working in the urban and regional planning, site planning, environmental analysis, and resource management fields for more than 28 years. Over this period, duties have encompassed the processing and implementation of specific plans and development agreements; contract management; supervisorial redistricting; zoning ordinance text amendments; implementing Water Planning Ordinance; and serve as Zoning Administrator when needed. He has been responsible for processing complex development applications requiring environmental impact reports in accordance with CEQA guidelines. Supervised and assigned work to subordinate staff, conducted and facilitated meetings and workshops with the general public, citizen groups, committees, commissions, and the Board of Supervisors as required.

Lead Regulatory/Environmental Specialist, Mr. Rick Lind, President of EN2 Resources, Inc. has been working in the renewable energy, electric utility, water/wastewater, and environmental fields for more than 33 years. Over this period, he has inventoried, evaluated, and permitted small hydroelectric projects throughout California, participated in California Energy Commission certification proceedings for two geothermal projects in The Geysers, evaluated and developed permitting programs for solar projects, identified and planned renewable energy options for mountain region utilities including Bear Valley Electric Service and Kirkwood Meadows Public Utility District, planned and permitted distribution and transmission scale electric and natural gas transmission lines and substations, and managed CEQA/NEPA processes for a wide range of power generation, environmental restoration, and water and wastewater infrastructure projects.

Successful past projects in which the Project Team members have had major roles include:

- El Dorado Hills Wastewater Treatment Plant Solar Project.
- Bottle Rock and South Geysers steam field and power plant developments in The Geysers, California.
- Small hydroelectric conduit projects throughout California including the El Dorado Irrigation District, San Gabriel Valley Water Company, City of Avenal, and Three Valleys Municipal Water District.
- 2009 PIER RESCO grant study of the El Dorado Irrigation District and Georgetown Divide PUD water and wastewater systems, which included energy efficiency, solar, energy storage, and small scale hydro evaluations.
- California Energy Commission Community Scale Renewable Energy Development, Deployment, and Integration Grant Study. EN2 authored this successful grant application, which was awarded at \$212,182, for the California Energy Commission Public Interest Energy Research (PIER) Grant study for the Renewable Energy Regional Exploration Project, which will demonstrate a coordinated community effort towards the establishment of a local level regional energy plan. Designing a Renewable Energy Regional Exploration plan will provide a framework of feasible renewable energy, enabling technology, and grid integration possibilities.

6.0 EMISSION BENEFITS/COST EFFECTIVENESS

Installing a charging station will allow users of plug-in hybrid electric vehicles to use electricity instead of gas. It will also encourage the owners of electric-only vehicles to choose that vehicle instead of a gasoline powered vehicle. Given that the charging station can provide enough electricity to enable a 60 mile trip on 20 minutes of charge (U. S. Dept. of Energy, 2013), it was assumed that the charging station would enable a total of 240 miles of electrical powered travel per day. This average was assumed over the twenty year life of the project, since it may take a few years before the charging stations receive this level of use.

Table 3 Average Auto Emission Factors was used to determine the emissions generated by a gasoline powered vehicle traveling 240 miles. Since the project life is twenty years, the factors in the 16-20 years column were used.

Several sources were used to determine the emissions created by generating the electricity used by the electric car. The electrical efficiency of 0.312 kWh/mi (Electric Power Research Institute, 2011) means that 240 miles of travel requires 75 kWh of electricity.

The ROG emission factor of 0.005 grams per mile was the highest value listed by the California Energy Commission (Garland) in a study to determine power plant emissions due to electric vehicles in the Edison Service Territory.

0.005 g/mi => 34 lbs ROG per year

The NOx emission factor of 122 tons per 35,690,580 MWh was a direct measurement made by PG&E of their power plant emissions (Bradley, 2013).

122 t/35,690,580MWh => 35lbs NOx per year

The PM-10 emission was determined by analyzing PG&E's energy portfolio. Approximately 50% of the energy produced by PG&E in California is from natural gas fired plants or unspecified sources. The remainder are non-emitting sources (nuclear, hydro, and renewable). (PG&E, 2012) Natural gas powered plants create 0.12 pounds of PM-10 per MWh (EPA, 2011). This is equivalent to 0.06 pounds per MWh for PG&E's entire portfolio.

0.06 lb/MWh => 33lbs PM-10 per year

A similar study that anticipates changes in natural gas powered plants in California's future, determined an emission factor for CO to be 0.1 lbs/MWh (Loyer, 2012). This is equivalent to 0.05 lbs/MWh for the entire energy portfolio.

0.05 lbs/MWh => 394 lbs CO per year.

In total, 688 lbs of ROG, 703 lbs NOx, 664 lbs PM-10, and 7,880 lbs CO motor vehicle pollutant emissions will be reduced due to project activities, which translates to a cost effectiveness of roughly \$13.18 - \$16.71 per pound of motor vehicle pollutant.

References

California Air Resources Board (CARB). (2013) *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects For Evaluating Motor Vehicle Registration Fee Projects and Congestion Mitigation and Air Quality Improvement (CMAQ) Projects Emission Factor Tables*

Garland, Jennifer and Scott Tomashefsky. (1996) *Electric Vehicle and Power Plant Emissions Update*, California Energy Commission

M. J. Bradley and Associates. (2013) *Benchmarking Air Emissions of the 100 largest Electric Power Producers in the United States*

Environmental Protection Agency. (2011) *Voluntary Reporting of Greenhouse Gases Program Fuel Emission Coefficient*

Pacific Gas and Electric. (2012) *Clean Energy Solutions*

Loyer, Joe and Al Alvarado. (2012) *Criteria Air Emissions and Water Use Factors for Gas and Electricity Efficiency Savings for the 2013 California Building Energy Efficiency Standards*, California Energy Commission

Electric Power Research Institute (2011) *Environmental Assessment of Plug-in Hybrid Electric Vehicles*

U. S. Department of Energy Alternative Fuels Data Center (2013) *Developing Infrastructure to Charge Plug-in Electric Vehicles*

7.0 WORK STATEMENT

7.1 Permitting Requirements

The appropriate permits need to be in place before a new service contract can be formalized with the utility providers. A description of required and anticipated permits for both sites is described below. In addition, for the Meyers location, a review process will need to be initiated with the Tahoe Regional Planning Agency (TRPA) (see TRPA review section for details). Initial consultation with TRPA has confirmed that the Conservancy site does allow for the proposed infrastructure and is consistent with the Plan Area Statement. The same conclusion applies to the Lira’s Market and Lake Tahoe Visitor Center alternate sites.

	Placerville Site	Meyers Site
CEQA	Categorical Exemption	Categorical Exemption
NEPA	N/A	Categorical Exclusion
Building Permit	City Of Placerville	EDC
Grading Permit	N/A	EDC
Encroachment Permit	N/A	EDC
Long Term Lease/Easement	N/A	From Property Owner
Special Use Permit	Not Likely	Not Likely
TRPA	N/A	As required

7.1.1 CEQA

The California Environmental Quality Act (CEQA) requires that all public agencies consider a Project’s environmental impacts for which they have discretionary authority before those projects are approved and implemented, however there are exemptions to cover projects that do pose a significant impact to the environment. It is anticipated that electric vehicle charging stations would qualify for such an exemption. Agencies do not have to file any CEQA findings for categorically excluded projects. For these projects,

the City of Placerville will file a Notice of Exemption (NOE) that includes a 35 day statute of limitations period for legal challenge.

7.1.2 NEPA

Since the Meyers site lies within the Tahoe Basin, it falls under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). TRPA is a bi-state agency and therefore National Environmental Policy Act (NEPA) requirements apply. NEPA requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. Similar to CEQA, NEPA has categorical exclusions that would be applicable to this project.

7.1.3 Building Permit

Both sites will require Building Permits issued by the City of Placerville (for the Placerville site) and the County of El Dorado (for the Meyers site). The Building Permit applications will include the physical addresses of the sites, Assessor's Parcel Numbers (APN's), parcel ownership information, and identification of the Project Engineer and the Project Contractor. The Building Permit applications will also include electrical diagrams for the charging station hook-ups that show the mechanical equipment and the main panel capacity and location. Plot plans will also be provided that show the entire parcel and indicate and identify distances from property lines and/or easements to structures and proposed exterior equipment. The plot plan will also show the design layout for the charging stations and associated parking areas including handicap access.

7.1.4 Grading Permit & Encroachment Permit

Since one of the alternative Meyers sites is undeveloped, it may require grading and encroachment permits, issued by El Dorado County to provide access from Highway 50.

7.1.5 Long Term Lease/Easement

For one of the Meyers sites (Lira's Market), it may be necessary to obtain long term leases or easements from private property owners in order to provide utility access to the property.

7.1.6 Special Use Permit

Within each zone district there are land uses permitted by right and land uses permitted only by approval of a special use permit. Land uses which are permitted only by the special use permit process are those which are not typically found in the applicable zoning district. Since electric vehicle charging stations are a relatively new infrastructure, such use may not be currently identified as permissible and therefore could require a special use permit.

7.2 TRPA Review

The Tahoe Regional Planning Agency (TRPA) is a regional planning agency created to oversee development at Lake Tahoe. TRPA has the authority to adopt environmental quality standards, called thresholds, and to enforce ordinances designed to achieve the thresholds. The Meyers site will require TRPA approval. Recent consultations with TRPA staff indicate that administrative amendments to the 2012 Regional Plan Update are under consideration that will exempt certain renewable energy, GHG reduction, and other 'sustainable' infrastructure from TRPA permitting requirements. At this time, the status of EV charging stations is uncertain.

7.3 Power Infrastructure & Installation

For the potential charging station within the City of Placerville and the community of Meyers there will need to be coordination with Pacific Gas & Electric (PG&E) and Liberty Utilities, respectively, to set up the required input power infrastructure (208 Volt AC 3-phase and 480 Volt AC 3-phase power are the most common input types). The cost estimates in this grant application include power infrastructure and installation costs estimated by the respective electric utilities. Initial discussions with PG&E Distribution Engineer and Senior New Business Representative identified steps to complete an application for new service detailed in the following tasks:

- 1) Application for New Service.
- 2) Work in conjunction with PG&E and Liberty Utilities to complete site plans.
During the project design phase, costs are identified, construction drawings are prepared, critical materials are ordered and design specifications are reviewed.
- 3) Site plan review by engineering staff (roughly 3 month process).
- 4) Finalize cost of new service.
- 5) Applicant will approve contract and arrange payment.
- 6) Schedule construction and establish account.
- 7) Schedule inspection and meter installation.

8.0 ACKNOWLEDGMENT

Both locations will have signage acknowledging that the project was funded by the AQMD with AB 2766 funds. In addition, signs for public education will be placed describing the benefits of electric vehicles with respect to air quality pollutant and GHG reductions and the benefits to the local economy.

9.0 FUNDING REQUEST/COST BREAKDOWN

EN2 Resources, Inc. will coordinate efforts between the applicants, the City of Placerville and the Conservancy/Lira's Market/Lake Tahoe Visitor's Authority, and the utility providers and complete all required permits. Additionally, EN2 will support the grant administrator, City of Placerville, for completing required quarterly reports and

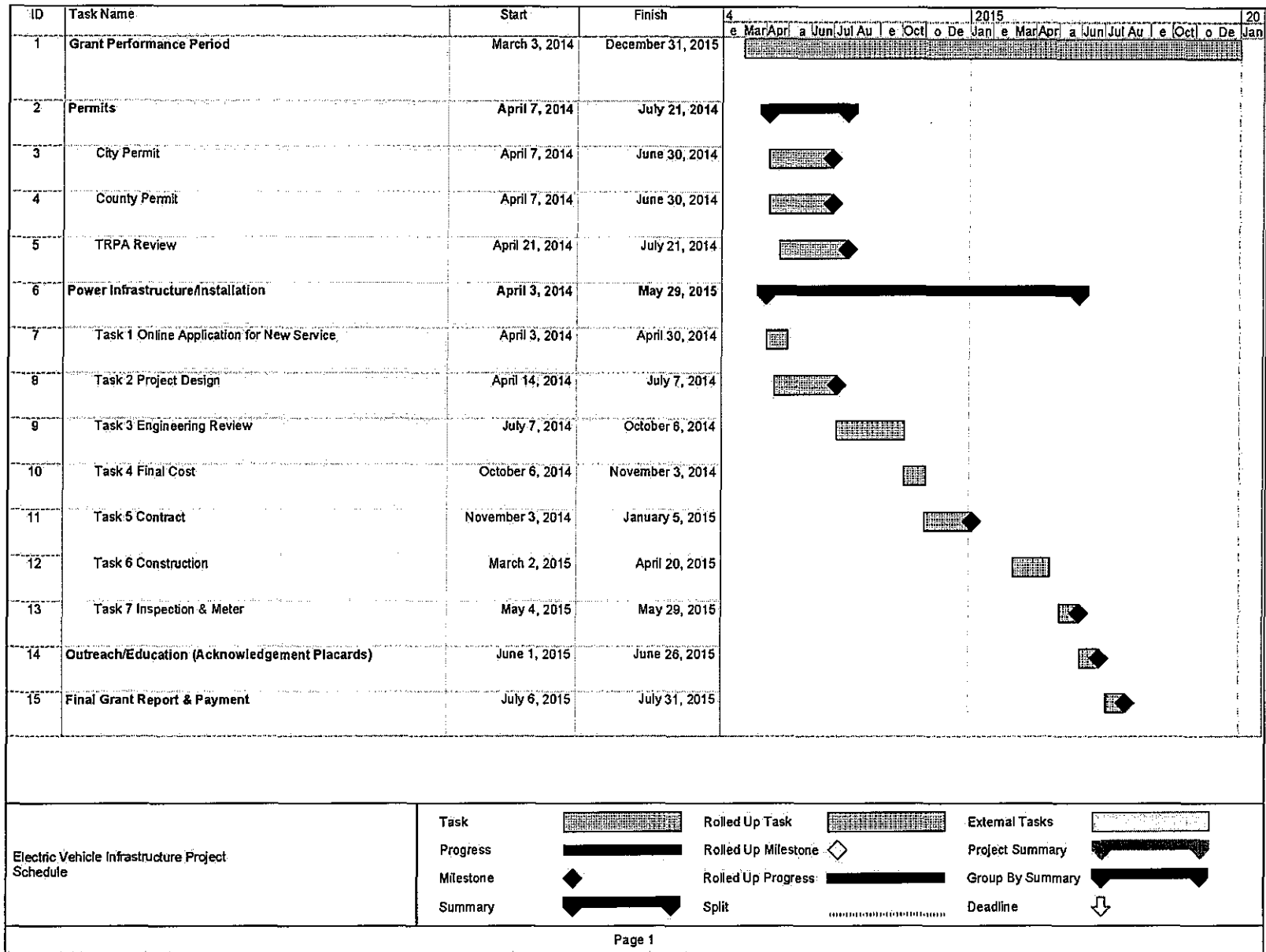
other submittal requirements of the grant. Requested funds for materials will be used for the power infrastructure process with both PG&E and Liberty Utilities along with the necessary site improvements and permits. Costs for power infrastructure and installation at the Meyers site is more than the City of Placerville site due to the distance to the nearest transformer for the most expensive alternative, which will require additional trenching for a quarter mile. Furthermore, the Conservancy site is undeveloped and will need more substantial improvements.

10.0 MATCHING FUNDS

The two DC fast charger EV stations will be provided by Nissan through a hardware donation commitment (see commitment letter from Nissan). The value of the two DC fast chargers is identified at approximately \$50,000. Installation is part of the construction process with the utility providers. In addition, in-kind contributions will come from City of Placerville staff for implementing the project, the benefit percent could not be calculated at this time but if awarded the grant the benefit percent will be calculated for contract purposes.

11.0 SCHEDULE OF DELIVERABLES/SELF-MONITORING PROGRAM

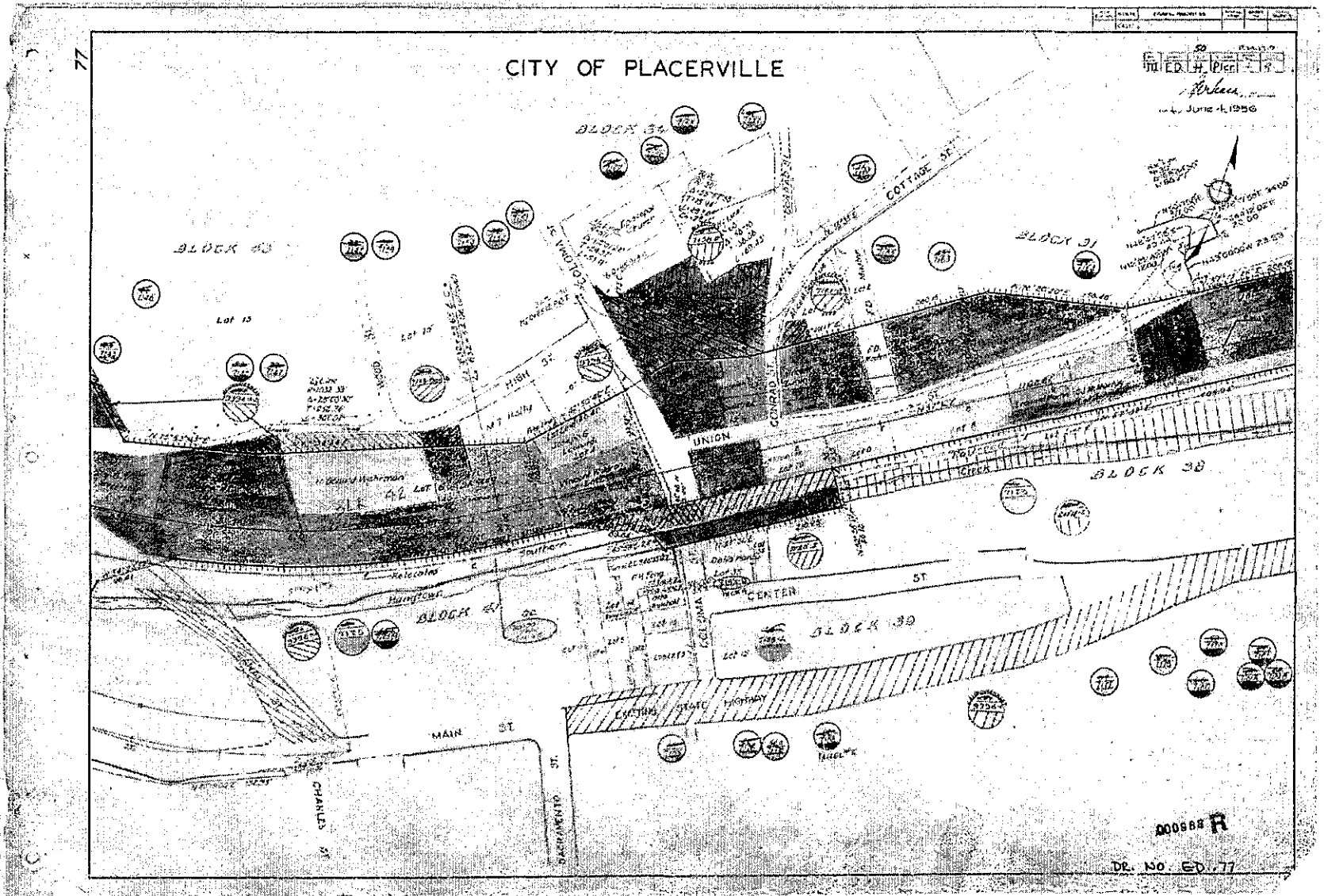
A detailed schedule of tasks and deliverables can be found in Figure 3, Project schedule. Project objectives will be measured according to milestones indicative of the progress required to successfully install two EV charging stations. Accomplishment of these milestones can be reported on a quarterly basis, milestones are identified in Figure 2. The deliverables and accomplished objectives will be discussed in the final report.



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Attachment 1

1960 Acquisition Hwy 50 Canal East



ACQUISITION DATA FOR RECORD MAP 4 OF 9 DATED JUN 4, 1956										SHEET 1
PARCEL NO.	GRANTOR	INSTR.	TYPE ACQ.	ACCESS CLAUSE	REC. DATE	VOL.	PAGE	MINERAL RIGHTS	REMARKS	
7125	So. Pac. Co.	INDENT	FEE		MAY 20, 1959	467	514	No		
7125-E-1	JOSEPH HEHR et ux	G.R.	FEE		OCT 22, 1952	315	343	Yes		
7125-2	So. Pac. Co.	INDENT	EASE		JUN 10, 1960	511	264			
7142	DELMONT E. BLAIR et al	GRANT	FEE		JAN 25, 1951	238	297	Yes		
7143	ARTHUR C. OETTING et ux	GRANT	FEE		APR 10, 1953	323	167	Yes		
7146	DAVID V. MOURISSEY et ux	GRANT	FEE		JAN 30, 1951	238	332	Yes		
7147	H. DONALD WIENHMAN	GRANT	FEE		JAN 19, 1951	238	253	Yes		
7148	LEO J. ANDERSON et ux	GRANT	FEE		JUN 22, 1951	238	279	Yes		
7148(7154)-D	STATE OF CALIF TO CONRAD L. GEYER et ux	D.D.	FEE	✓	JUN 21, 1961	554	240	Yes		
7151	JOSEPH G. LEONARDI et ux	GRANT	FEE		JAN 19, 1951	238	255	Yes		
7152	VINCENT WALDRON et al	GRANT	FEE		JAN 29, 1951	238	313	Yes		
7154	LOUIS A. REEG	GRANT	FEE		MAR 12, 1951	238	196	Yes		
7155	FUNG HEUNG FONG et al	GRANT	FEE	DFA-1	APR 30, 1953	324	256	Yes		
7156	FLORENCE A. RAYBURN	GRANT	FEE		JUN 1, 1952	310	239	Yes		
7157	H. H. SMITH et ux	GRANT	FEE		DEC 28, 1950	299	477	Yes		
7158	WILLIE J. FLIPPINI	GRANT	FEE		OCT 31, 1951	301	327	Yes		
7158-D	STATE OF CALIF TO MARTIN P. ROSE et ux	D.D.	FEE		NOV 29, 1957	420	408	Yes		
7159	MARSHALL J. KELLY et al	GRANT	FEE	DFA-1	JUL 21, 1952	311	130	Yes		
7161	VINCENT ZANINI	GRANT	FEE		JAN 5, 1951	238	146	Yes		
7161-D	STATE OF CALIF TO ALICE M. DONAHUE	D.D.	FEE	✓	OCT 9, 1957	416	535	Yes		
7162	EPISCOPAL CHURCH	GRANT	FEE	DFO-1	DEC 2, 1952	317	165	Yes		
7163	FERDINAND D. NASTEN et al	GRANT	FEE	DFA-1	APR 14, 1952	307	354	Yes		
7164	CITY OF PLACERVILLE	GRANT	FEE	DF-1	MAY 26, 1952	309	6	Yes		
7176	GEO. C. HARRIS	GRANT	FEE		JAN 31, 1951	238	352	Yes		
7176-A	LOWRY R. HARRIS	Q.U.	FEE		JAN 31, 1951	238	351	Yes		
7177	LEONARD MARLIN et ux	GRANT	FEE		NOV 28, 1950	289	248	Yes		
7178	CECIL J. MCMURRAY et ux	GRANT	FEE		NOV 25, 1950	289	279	Yes		
7179	GEO. W. BROWN et ux	GRANT	FEE		FEB 26, 1951	293	51	Yes		
7180	W. R. BISHOP et ux	GRANT	FEE		NOV 8, 1950	289	107	Yes		



000988 A

PARCEL NO.	GRANTOR	INSTR.	TYPE ACC.	ACCESS CLAUSE	REC. DATE	VOL.	PAGE	MINERAL RIGHTS	REMARKS
7181	RUDOLPH H. VOLT	GRANT	FEE		JUL 7 1951	296	456	YES	
7181-A	L. S. MARLIN	Q.C.	FEE		JUL 7 1951	296	454	YES	
7181-B	RONEY L. PUTNUFF	Q.C.	FEE		JUL 7 1951	296	452	YES	
7185	ALICE M. DONAHUE	GRANT	FEE	J.C.	APR 21 1952	307	528	YES	
7188	CITY OF PLACERVILLE	EASE	EASE		FEB 11 1953	320	166		
7188-A	CITY OF PLACERVILLE	GRANT	FEE		OCT 20 1953	332	540	YES	
8148-D	STATE OF CALIF TO SO. PAC. CO.	D.D.	FEE		MAY 20 1959	467	535	YES	
9396-X	STATE OF CALIF TO CITY OF PLACERVILLE	RELINQ	FEE	FOR EASE	SEP 13 1956	389	403	YES	
9396-X-2	STATE OF CALIF TO CITY OF PLACERVILLE	RELINQ	FEE	FOR EASE	MAY 9 1957	405	263	YES	
20518-Z	STATE OF CALIF	ABAND.	EASE		JUN 26 1966	797	586		
30100 30168	SPRP	QC	FEE		NOV 24 1983	2157	579		

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Attachment 2

Commitment Letters



City of Placerville

Development Services Department

3101 Center Street, Placerville, CA 95667

Planning (530) 642-5252 · Building (530) 642-5240 · Engineering (530) 642-5250

December 6, 2013

Ms. Michele Weimer
Community Development Agency
2850 Fairlane Court
Placerville, CA 95667

RE: El Dorado County Air Quality Management District Motor Vehicle Emissions Reduction
Projects 2014 & 2015 - Letter of Commitment from the City of Placerville

The City of Placerville (City) would like to provide this Letter of Commitment outlining an In-Kind Match Contribution to the Electric Vehicle (EV) Infrastructure Project (Project). As a potential host site for an EV charging station, the City is dedicated to pursuing the possibility of siting an EV station on City property along the Highway 50 corridor. The City has an active interest in opportunities for developing alternative energy infrastructure as part of its overall mission and goals.

The estimated amount of in-kind match for these items is outlined as such:

Staff Time: City will provide 53 hours for 5 employees, \$5,217 over a 16 month period.

Summary of match:

Building Official	\$135/hour	@ 16 hours	=	\$2,160
City Engineer	\$115/hour	@ 8 hours	=	\$920
Building Inspector II	\$113/hour	@ 9 hours	=	\$1,017
Engineering Technician	\$ 62/hour	@ 10 hours	=	\$620
Administrative Secretary	\$ 50/hour	@10 hours	=	\$500
Total Est. Staff Time & Cost		53 hours		\$5,217

Estimated Match over a 16 month period: \$5,217

We would appreciate the support and endorsement of the Project proposal submitted by the City of Placerville. The expansion of electric vehicle charging stations, specifically fast charger infrastructure in the Highway 50 corridor, will promote the region's economy and excel the

electrification of the Bay area to Tahoe transportation corridor. Better connecting these regions and communities for electric vehicles will substantially reduce vehicle emissions, thereby helping the region to achieve compliance with air quality regulations and GHG reduction targets.

Sincerely,



Pierre Rivas, Director
Development Services Department
City of Placerville

NISSAN

Brendan S. Jones

Nissan North America, Inc.
Director
EV Infrastructure Strategy

NISSAN NORTH AMERICA, INC.

One Nissan Way
Franklin, TN 37067
Mailing Address: P.O. Box 685001
Franklin, TN 37068-5001
Telephone: 615-725-1000

December 9, 2013

Pierre Rivas
3101 Center Street
Placerville, CA 95667

Dear Mr. Rivas:

In an effort to strengthen economic and environmental opportunities in the region, enhance leadership in transportation electrification and to further promote the 100% electric Nissan LEAF, the following summary outlines a donation of electric vehicle charging infrastructure to be deployed at 1301 Center Street, Placerville, CA 95667 and a second location in the Community of Meyers (to be identified at a future date) to (i) reduce barriers of driving electric vehicles in El Dorado County; (ii) create a replicable model of EV infrastructure deployment for other stakeholders across the US; (iii) help Nissan identify best practices for deploying DC Fast Charging.

NISSAN NORTH AMERICA, INC., herein "NISSAN" agrees to donate and the CITY OF PLACERVILLE herein "CITY," agrees to accept those items listed below "AS IS" and in their present condition (the "CHARGERS") upon the following terms and conditions. It is expressly understood that NISSAN makes no representations or warranties with respect to the CHARGER(S) pursuant to this donation. NISSAN assumes no responsibility for Participant's losses, liability, damages, costs or expenses arising directly or indirectly out of the manufacture, installation, maintenance or operation of the CHARGER, including but not limited to, personal injury, property damage or economic damage directly or indirectly caused by the CHARGERS. OTHER THAN THE MANUFACTURERS WARRANTIES THAT MAY BE PROVIDED WITH A PURCHASE OF THE CHARGERS, CITY AGREES AND UNDERSTANDS THAT THERE ARE NO WARRANTIES OF ANY KIND, WHETHER STATUTORY, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, WARRANTIES OF TITLE, NONINFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. CITY shall receive all rights, titles and interest in the CHARGER. Further, consistent with a donation, NISSAN shall have

no obligations for the repair, maintenance, or for the replacement of parts or for providing engineering services, or any other obligations with respect to the CHARGERS. NISSAN will order the CHARGER and pay for all shipping costs in association with the original delivery of the donation to the individual project location provided by CITY along with receipt of a copy of a site permit for the installation of the CHARGER. The CHARGER shall be installed, passed all inspections and testing, received all required permits and be operating properly no later than March 31, 2013. The CHARGER must be accessible and available to the general public.

CITY shall, and shall cause the party installing the CHARGER to indemnify, defend and hold NISSAN, its officers, directors, employees, parent, subsidiaries and affiliates, harmless from and against any and all claims, demands, losses, liabilities, costs and expenses, including attorneys' fees and in-house counsel fees, to the extent arising from or alleged to arise from any faulty or defective installation or use of the CHARGERS.

Donation description:

Quantity of two (2) – DC Fast Chargers (valued at approximately \$25,000 each) with CHAdeMO connector. Installation, network activation, and hardware commissioning are not included. NISSAN will provide CITY manufacturer contact information for support.

NISSAN will provide CITY with a Form 1099 as applicable for tax purposes no later than January 31, 2014. CITY will provide NISSAN a form W-9 prior to accepting delivery of the CHARGERS.

Marketing and Press. CITY shall not acquire any rights under this Agreement to use the name "Nissan North America, Inc." or "Nissan" or "Infiniti" or any variation thereof, in any advertising, publicity or promotion, without NISSAN's prior written consent. CITY agrees to seek guidance and NISSAN approval prior to making any public commentary, including any original or subsequent press release, website posting, or other social media channels. At no time should details of this agreement be discussed with any third parties in explicit or implicit terms.

Confidentiality. The specific terms of this Agreement shall be confidential and shall not be disclosed by CITY or NISSAN to any other person or entity except:

- (a) As mutually agreed by the Parties; or
- (b) Where disclosure is required by law, provided that the disclosing party gives the other party prompt notice of the request for disclosure, cooperates with the other party in obtaining a protective order or other remedy, and discloses only that portion of the Agreement which it is legally compelled to disclose.

If the foregoing is in accordance with CITY's understanding, please indicate CITY's agreement by signing, printing signatory name, dating and returning the original of this letter to NISSAN who will administer the agreement.

This Agreement may be signed in one or more counterparts, each of which shall be deemed to be an original and all of which when taken together shall constitute the same Agreement. Any signed copy of the Agreement made by photocopy, facsimile or PDF Adobe format shall be considered an original.

Accepted and Agreed to:

CITY OF PLACERVILLE, CA

By:

Name:

Date:

Accepted and Agreed to:

NISSAN NORTH AMERICA, INC.

By:

Name:

Date:

Attachment 3

Support Letters



Still Finding Gold In El Dorado County

November 25th, 2013

Ms. Michele Weimer
Community Development Agency
2850 Fairlane Court
Sacramento, CA 95814

RE: El Dorado County Air Quality Management District Motor Vehicle Emissions Reduction Projects 2014 & 2015 - Letter of Support from the Chamber of Commerce

The El Dorado County Chamber of Commerce (Chamber) is devoted to preserving the quality of life in El Dorado County by advocating and promoting a strong, healthy and diverse business community. With programs designed to expand existing business base and to attract new, clean industry, the Chamber helps to ensure that the business opportunities and quality of life we know today may be sustained through future generations. The Chamber has an active interest in opportunities for developing alternate energy infrastructure as part of its overall mission and goals. As a result, the Chamber supports the City of Placerville proposed Electric Vehicle Infrastructure Project (Project) under the El Dorado County Air Quality Management District Motor Vehicle Emission Reduction Projects 2014 & 2015 solicitation.

The downtown Main Street area is in a prime location for an electric vehicle fast charger due to its strategic location directly off the Highway 50 corridor. The chosen potential location is close to commercial/retail centers and provides quick and easy access from Highway 50. We support and encourage your endorsement of the Project proposal submitted by the City of Placerville. The expansion of electric vehicle charging stations, specifically fast charger infrastructure in the Highway 50 corridor, will promote the region's economy and excel the electrification of the Bay area to Tahoe transportation corridor. Better connecting these regions and communities for electric vehicles will substantially reduce vehicle emissions, thereby helping the region to achieve compliance with air quality regulations and GHG reduction targets.

Sincerely,

Laurel Brent-Bumb
Chief Executive Officer

EL DORADO COUNTY CHAMBER OF COMMERCE

542 Main Street, Placerville, California 95667
(530) 621-5885 (800) 457-6279 Fax (530) 642-1624

December 5, 2013

Ms. Michele Weimer
Community Development Agency
2850 Fairlane Court
Sacramento, CA 95814

RE: El Dorado County Air Quality Management District Motor Vehicle Emissions Reduction Projects 2014 & 2015 - Letter of Support from the Meyers Advisory Council

The Meyers Community Advisory Council (MCAC) is the liaison between Meyers and its surrounding communities and El Dorado County staff for the purpose of overseeing the updating and implementation of the Meyers Community Plan. Meyers is an ideally situated spacious and walkable mountain community that values sustainability, health, well-being, and the natural environment. MCAC has an active interest in opportunities for developing alternate energy infrastructure as part of its overall mission and goals. As a result, the MCAC supports the City of Placerville proposed Electric Vehicle Infrastructure Project (Project) under the El Dorado County Air Quality Management District Motor Vehicle Emission Reduction Projects 2014 & 2015 solicitation.

Meyers is in a unique position for an electric vehicle fast charger being strategically located directly on Highway 50 corridor. The chosen potential locations are close to commercial/retail centers and are located just outside South Lake Tahoe for those drivers looking for a quick charge and go. We support and encourage your endorsement of the Project proposal submitted by the City of Placerville. The expansion of electric vehicle charging stations, specifically fast charger infrastructure in the Highway 50 corridor, will promote the region's economy and excel the electrification of the Bay area to Tahoe transportation corridor. Better connecting these regions and communities for electric vehicles will substantially reduce vehicle emissions, thereby helping the region to achieve compliance with air quality regulations and GHG reduction targets.

This letter of support is offered on behalf of the Meyers Community Advisory Council following a discussion and unanimous approval the evening of December 4, 2013.

Sincerely,



Meyers Community Advisory Council

MICHAEL WARD
MEYERS COUNCIL FACILITATOR
and Designated Project Appointee