



# COUNTY OF MENDOCINO

## Executive Office

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To Honorable Board of Supervisors:

Per the Board's direction at the April 11, 2023 and May 9, 2023 meetings, staff are preparing an application to the U.S. Department of Transportation's *Charging and Fueling Infrastructure (CFI) Discretionary Grant Program*, which provides Federal funding for EV charging infrastructure. Funding within the program is split between two categories, 1) Community Program, and 2) Alternative Fuel Corridor (AFC) Program. Applicants can apply for both with one application; as of Friday, May 12<sup>th</sup>, the US DOT has extended the grant submittal deadline to **June 13, 2023** from the previous May 30, 2023 deadline. A brief summary of the two sub-programs within the CFI program is provided below:

Corridor Program - \$350 million	Community Program - \$350 million
Located on or within 1-mile of State Highway 1 or U.S. 101	Publicly accessible locations (schools, parks, parking facilities, businesses, etc.)
Minimum \$1 million, no maximum	Minimum \$500,000, maximum \$15 million
Must contract with private entity	May contract with private entity
Private entity responsible for 20% match	Private entity responsible for 20% match, if applicable

Staff currently anticipate requesting consideration under both programs.

Since the last update provided to the Board, staff have worked with county counsel's office and determined that the County cannot work directly with outside vendors such as Chargepoint in the application development process without subsequently precluding those vendors from supporting the County in project implementation, if awarded. As such, staff is continuing to work with LACO Associates to develop the application materials.

Staff has also confirmed that the grant program requires that any charging stations installed on private property requires private funding to meet the 20% matching share for those sites. As such, the County will not be permitted to use public dollars for private site matching funds. With this constraint in mind, given the time remaining for coordination with potential partners and the time needed to develop a complete and compelling application, staff is proposing a project structure which will include both public and private sites.

In order for the grant application to be competitive, the County's proposal must provide some level of certainty to grant reviewers that the project will result in implementation of EV charging infrastructure and not limited to planning and feasibility studies for future implementation. Without certainty of private partnerships/sites in place which we can state with certainty will result in EV installation, the application is not likely to be competitive. As such, the County will need to propose public sites and provide matching funding for these sites while also proposing additional private sites which will require further effort within the grant scope to coordinate and secure participation.

Staff has also been exploring opportunities for reducing the County's overall cash match requirements for public sites by leveraging existing resources. Specifically, staff recommends leveraging the previously-awarded California Energy Commission funding (\$655,702 awarded in Fall 2022, along with \$169,280 in County match for a total CEC project cost of \$824,982) as match and proposing installation of additional charging stations at both the County Administrative Center and the Yokayo Center—the sites proposed in the CEC grant.

Based on current estimated project costs, by leveraging the \$824,982 already available and committed by the County, the County would be able to install up to **four additional level 2 charging stations at the County Administrative Center, add two Level 3 charging stations to both the Administrative Center and the Yokayo Center, while also installing two Level 3 charging stations at additional sites such as the Avila Center in Fort Bragg and the Willits Library, with no additional County cash match necessary.** Staff is in the process of confirming there are no potential eligibility issues with leveraging these funds as match and requests conceptual Board approval to leverage these funds within the CFI grant application should Staff confirm that approach is feasible. A preliminary distribution of potential public sites and associated costs is attached at the end of this report.

- 1) If leveraging the CEC funding into this project is allowable, the County would not need to approve additional match funding beyond the initial \$200,000 from the Carbon Reduction Fund which was discussed at the April 11<sup>th</sup> meeting. This funding would be set aside to act as matching funds for project planning and coordination, as well as serve as a contingency source in case of unanticipated cost overruns on the public project sites.
- 2) If leveraging the CEC funding is not allowable, the Board would need to approve additional matching funds beyond the \$200,000 currently approved. To achieve the number and distribution of the public charging stations shown on the attached preliminary cost table, the Board would need to allocate an additional \$305,000 to ensure that the County's matching share is sufficient to cover the 20% non-federal cost share requirement for the public project sites. Alternatively, the Board could direct staff to reduce the scope of the public site proposal to fit within the existing matching funds already allocated.

Staff proposes that the County pursue leveraging the CEC funding as a first resort, with the County making up to \$505,000 available in matching funding from the Carbon Reduction Fund should leveraging the CEC fund be infeasible.

Beyond these public sites, staff will also include within the grant-funded scope of work a solicitation and engagement with a qualified vendor to help vet potential privately-held sites, forge partnerships with landowners or other third party investors to fund the 20% cost share for the site, design, and installation of EV charging stations on these sites, and establish long-term operation and maintenance agreements with landowners or other third party investors to ensure long-term reliability of EV charging stations. This allows the County to propose the EV charging stations at public sites as the minimum expected result of a funding award, while still requesting funding for the deployment of EV charging stations at private sites to expand the overall project impact.

Staff has contacted more than 20 potential partners, including public agencies, private landowners, and neighboring jurisdictions, and is requesting either letters of commitment, documenting the entities' willingness to work with the County to consider their site for EV Charging Infrastructure or letters of support documenting the broad consensus surrounding the need to expand EV charging infrastructure, and will continue to coordinate these partnerships post application submittal. The total number of target private sites is still in discussion and will be determined by staff at a later point in the grant application development process.

Communities being evaluated for private-site EV charging infrastructure include Gualala, Point Arena, Philo, Boonville, Laytonville, Covelo, Willits, Hopland, and Highway 20 between Willits and Fort Bragg but no installation sites have been formally evaluated or selected. Given the proposed distribution of public sites, areas such as **Gualala, Point Arena, Covelo, Anderson Valley, and Highway 20** between Willits and Fort Bragg are likely to be prioritized.

Respectfully,

Xuyen Mallela  
Principal Administrative Analyst  
Executive Office

# Preliminary Cost Table

Site	Cost Category	#	Unit Price	Total Cost	CEC Grant	Other Match	CFI Grant Share	CFI Cost Share as % of Total Cost	Notes
Yokayo Center	Dual Port Lvl 2	6	\$ 68,748.50	\$ 412,491.00	\$ 327,851	\$ 84,640	\$ -	0%	No change from CEC Grant
	Dual Port Lvl 3	2	\$ 200,000.00	\$ 400,000.00	\$ -	\$ -	\$ 400,000	100%	
	Design & Soft Costs	1	\$ 61,600.00	\$ 61,600.00	\$ -	\$ -	\$ 61,600	100%	
	PG&E Transformer	1	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -	\$ 100,000	100%	
County Admin Center	Dual Port Lvl 2	10	\$ 68,748.50	\$ 687,485.00	\$ 327,851	\$ 84,640	\$ 274,994	40%	Six units already funded through CEC Grant
	Dual Port Lvl 3	2	\$ 200,000.00	\$ 400,000.00	\$ -	\$ -	\$ 400,000	100%	
	Design & Soft Costs	1	\$ 61,600.00	\$ 61,600.00	\$ -	\$ -	\$ 61,600	100%	
	PG&E Transformer	1	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -	\$ 100,000	100%	
Willits Library	Dual Port Lvl 3	2	\$ 200,000.00	\$ 400,000.00	\$ -	\$ -	\$ 400,000	100%	
	Design & Soft Costs	1	\$ 61,600.00	\$ 61,600.00	\$ -	\$ -	\$ 61,600	100%	
	PG&E Transformer	1	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -	\$ 100,000	100%	
Avila Center	Dual Port Lvl 3	2	\$ 200,000.00	\$ 400,000.00	\$ -	\$ -	\$ 400,000	100%	
	Design & Soft Costs	1	\$ 61,600.00	\$ 61,600.00	\$ -	\$ -	\$ 61,600	100%	
	PG&E Transformer	1	\$ 100,000.00	\$ 100,000.00	\$ -	\$ -	\$ 100,000	100%	
<b>Total</b>				<b>\$ 3,346,376.00</b>	<b>\$ 655,702</b>	<b>\$ 169,280</b>	<b>\$ 2,521,394</b>	<b>75%</b>	