



# COUNTY OF MENDOCINO

## Executive Office

DARCIE ANTLE  
CHIEF EXECUTIVE OFFICER

501 Low Gap Rd. Room 1010  
Ukiah, CA 95482

Email: [ceo@mendocinocounty.org](mailto:ceo@mendocinocounty.org)  
Website: [www.mendocinocounty.org](http://www.mendocinocounty.org)

Office: (707) 463-4441  
Fax: (707) 463-5649

Honorable Board of Supervisors:

Per the Board's direction on April 11, 2023, PRRM 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 will be split between two categories, 1) Community Program, and 2) Alternative Fuel Corridor (AFC) Program. Applicants can apply for both with one application; deadline is May 30, 2023.

| 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                              |

Communities being evaluated for EV charging include Gualala, Point Arena, Philo, Boonville, Laytonville, Covelo, Willits, Hopland, and Highway 20 between Willits and Fort Bragg but no installation sites have been evaluated or selected. The Board previously set aside \$250,000 from the Carbon Reduction Fund, with \$200,000 for the 20% matching share and \$50,000 for grant application development. In order to estimate the potential impact of these funds, County staff have coordinated the preparation of preliminary, non-site-specific cost estimates for EV charging infrastructure, and estimated costs per dual-port charger are shown below:

| Charger Type          | Subtotal  | PG&E Equipment Upgrade Costs | Grand Total |
|-----------------------|-----------|------------------------------|-------------|
| Level 2               | \$67,680  | \$0                          | \$67,680    |
| Level 3 Fast Charging | \$261,500 | \$100,000                    | \$361,500   |

County staff are currently evaluating the most effective methods for implementing the project and determining the level of project detail that can be generated prior to the grant submittal deadline. This is a complex process, with limited time to coordinate with potential infrastructure site owners, evaluate site capacity and costs, and develop a competitive application. Given the requirements of the grant program and in an effort to minimize the County's long-term operation and maintenance costs, the County anticipates conducting the project through a design-bid procurement, where the selected vendor provides the County with more detailed feasibility analysis and design work, followed by installing the EV Charging stations on the selected sites, and ultimately taking over long-term operation and maintenance responsibilities.

Many of the geographies which represent "holes" in the current distribution of EV charging infrastructure network in Mendocino County, having been identified by community feedback or entities such as the Mendocino Council of Governments, do not contain viable County-owned properties for EV infrastructure installation. As such, it is highly likely that the County's application

will propose installing EV infrastructure on privately-owned sites under agreements with applicable landowners and County staff is currently in the process of outreaching to local landowners to gauge interest in participating in the project. The County is also contacting neighboring counties who are pursuing funding under the same program to explore interest in partnership opportunities or to align grant application materials to demonstrate a regional approach to deployment of EV charging infrastructure.

The County has also explored opportunities to work collaboratively with vendors who provide these types of services, such as ChargePoint, to leverage their resources and provide preliminary site assessments, cost estimating, and schedule development. ChargePoint already works with other counties in similar roles, however, County Counsel is verifying that the proposed approach meets grant and procurement requirements and will not preclude any vendor who supports application development from bidding on the project if the grant is awarded. There are numerous benefits to leveraging information from vendors where possible, including support in site analysis and selection as well as connections with private capital which may be interested in funding the 20% matching share and operating the infrastructure long term. After County Counsel has provided additional guidance regarding this approach, County staff anticipate the following subsequent steps to prepare and submit the application:

**With an EV Charging vendor such as ChargePoint** – County staff will provide a list of potential sites and/or geographies, and vendor will conduct site visits, provide feedback on potential site opportunities and constraints, and use electrical contractors to prepare cost estimates for inclusion within the grant application. County staff will continue to coordinate with neighboring counties, secure letters of support and letters of commitment from interested landowners, and determine effective opportunities to share knowledge and foster continued collaboration.

**Without a vendor such as ChargePoint** – County staff and supporting consultants will not have sufficient resources to develop site specific cost estimates before the application deadline. The County team will continue to refine project cost estimates on a non-site-specific level and identify specific geographies to propose for EV charging infrastructure installation. County staff will continue to coordinate with partner agencies and potential site owners to align application materials regionally, secure letters of support and letters of commitment from interested landowners, and determine effective opportunities to share knowledge foster continued collaboration.

The County intends to prioritize private sites wherever feasible, however, without sites identified and vetted, the number of EV charging stations requiring County funding for match is unknown. The County match funding available to this project will be used for those sites without a partnership and to close other gaps in project planning and implementation.