

**PERALTA COMMUNITY COLLEGE DISTRICT
Board of Trustees Agenda Report
For the Trustee Meeting Date of March 11, 2014**

ITEM TITLE:

Consider Approval to Enter into an Agreement with Green Charge Networks (GCN) to Install Fast Electric Vehicle (EV) Charging Stations at Laney College, District Administrative Complex, and Merritt College.

SPECIFIC BOARD ACTION REQUESTED:

Approval is requested to enter into an agreement with Green Charge Networks (GCN) to install fast electric vehicle (EV) charging stations at Laney College, District Administrative Complex, and Merritt College, at no charge to the District.

ITEM SUMMARY:

The total cost (equipment, supplies, and labor) to install fast chargers is \$510,000. This cost will be fully paid by Green Charge Network (GCN), with a grant from the California Energy Commission. The CEC awarded the grant for the specific purpose of installing fast chargers in the State of California. The annual estimated is \$21,598.88, an aggregate total for all three chargers. GCN will keep 50% (\$10,799.44) of the savings to administer the charging program. The remaining 50% savings will be retained by the generating sites. The term of the agreement with GCN is five (5) years. At the end of the term, the District may: (1) renew the agreement; (2) terminate the agreement and direct GCN to remove the charging stations at GCN's cost; or (3) terminate the agreement and purchase the charging stations at fair market value, or at a prearranged price.

INSTALLATION LOCATIONS				
Locations	Number Charging Stations	System Size	Demand Savings Split	Equipment / Installation Cost by GCN
Laney College	1	30kW / 30kWh	50% / 50%	100%
Merritt College	1	30kW / 30kWh	50% / 50%	100%
District Administrative Complex	1	30kW / 30kWh	50% / 50%	100%

The following are the estimated electricity cost savings to install a DC electrical vehicle charging station at each location:

Projected Electricity Cost Savings	
Colleges/Campuses	Expected Year 1 Savings
Laney College	\$7,005.32
Merritt College	\$7,296.78
District Administrative Office	\$7,296.78
TOTAL SAVINGS:	\$21,598.88

Founded in 2009, Vic Shao is the Chief Executive Officer of Green Charge Networks; whereas, Stephen Kelley is the Senior Vice President of Sales of the company. GCN is headquartered in Santa Clara, CA with an office in Brooklyn, N.Y. The Chancellor recommends approval.

BACKGROUND/ANALYSIS:

This program qualifies as an “energy conservation” project. Therefore, as an exception to competitive bid and in accordance with the California Government Code, Section 4217.12, the District may enter into this agreement for “energy conservation facility.” This code permits the District to enter into an energy service contract and any necessarily related facility ground lease on terms that its governing body determines are in the best interests of the public agency. A determination is made at a regularly scheduled public hearing, and public notice is given at least two weeks in advance, and if the governing body finds:

“That the anticipated cost to the public agency for... conservation services provided by the energy conservation facility under the contract will be less than the anticipated marginal cost to the public agency of thermal, electrical, or other energy that would have been consumed by the public agency in the absence of those purchases.”

The District’s governing body must determine that the benefits exceed the marginal costs of the services. In this case, the District will pay no cost for the fast chargers; the projected energy saving proceeds is \$52,500, over a five-year period. A Notice of Public hearing was posted giving notice of the intention to enter into an energy services contract, in compliance with the Government Code Section 4217.12. Public comment will be heard at the regular Board of Trustees meeting scheduled for March 11, 2014. On February 7, 2014, the proposal from NRG eVgo and GCN went through the shared governance process at the PBIM Facilities Committee meeting. The Facilities Committee recommended that the administration move forward with this project.

The District must take advantage of these offers because EV charging stations are currently taking off in California, since the CEC and Governor Brown endorsed the program. Having electrical charging stations will qualify the District to receive three (3) Leadership in Energy and Environmental Design (LEED) points for new construction and 3-15 points for existing structures. These LEED points will help the District to meet the California environmental and energy conservation laws and regulations. Finally, this program will help the District to meet its mandate to meet greenhouse emissions.

SOURCE OF FUNDS (AND FISCAL/BUDGETARY IMPACT):

California Energy Commission Grant Funds awarded to the GCN.

DELIVERABLES AND SCOPE OF WORK:

The vendor will install three (3) fast charging stations at each college. Further, GCN will make sure that utility infrastructures are installed to service the equipment in specified and designated areas.

ANTICIPATED COMPLETION DATE:

The anticipated completion date of these projects is May 23, 2014.

ALTERNATIVES/OPTIONS:

Not applicable

EVALUATION AND RECOMMENDED ACTION:

Approval is recommended to enter an agreement with Green Charge Networks to install three (3) fast electrical vehicle charging stations at Laney College, District Administrative Offices, and Merritt College.

OTHER DEPARTMENTS IMPACTED BY THIS ACTION (E.G. INFORMATION TECHNOLOGY):

YES _____ NO X

COMMENTS: Not applicable

WHO WILL BE PRESENTING THIS ITEM AT THE BOARD MEETING? Vice Chancellor Ikharo

(*****Board contract approval is subject to negotiation and execution by the Chancellor.)

DOCUMENT PREPARED BY:

Prepared by: Dr. Sadiq B. Ikharo
Vice Chancellor of General Services

Date: March 12, 2014

DOCUMENT PRESENTED AND APPROVED BY:

Presented and approved by: Dr. Sadiq B. Ikharo
Vice Chancellor of General Services

Date: March 12, 2014

FINANCE DEPARTMENT REVIEW

Finance review required Finance review *not* required

If Finance review is required, determination is: Approved Not Approved

If not approved, please give reason: _____

Signature: Susan Rinne
Susan Rinne, Interim Vice Chancellor for Finance and Administration

GENERAL COUNSEL (Legality and Format/adherence to Education Codes):

Legal review required Legal review *not* required

If Legal review is required, determination is: Approved Not Approved

Signature: Thuy Thi Nguyen
Thuy Thi Nguyen, General Counsel

CHANCELLOR'S OFFICE APPROVAL

Approved, and Place on Agenda Not Approved, but Place on
Agenda

Signature: José M. Ortiz
Dr. José M. Ortiz, Chancellor

Charles Neal
Energy and Environmental Sustainability Manager
Peralta Colleges



Dear Charles,

Green Charge Networks (GCN) is excited to work with the Peralta College on a DC Quick Charging and Energy Storage Project. GCN has been awarded CEC grant funding from the State of California to deploy public DC fast chargers with energy storage. We are looking for public places to deploy these systems at no cost to the College. We would install an Eaton DC Quick Charge station (DCQC) and a 30kw/30kwh storage system. The DCQC provides fast, convenient electric vehicle charging with the ability to charge a vehicle's battery to 80% capacity in as little as 30 minutes. This rapid charger is in high demand among EV drivers, making it the ideal charging solution for visitors to the Peralta College buildings. The value of the energy storage is to reduce the demand charges that can occur with EV chargers. GCN is partnering with NRG (EVgo) for the charging network and software.

System Description

Our proposal is a no cost turnkey installation including:

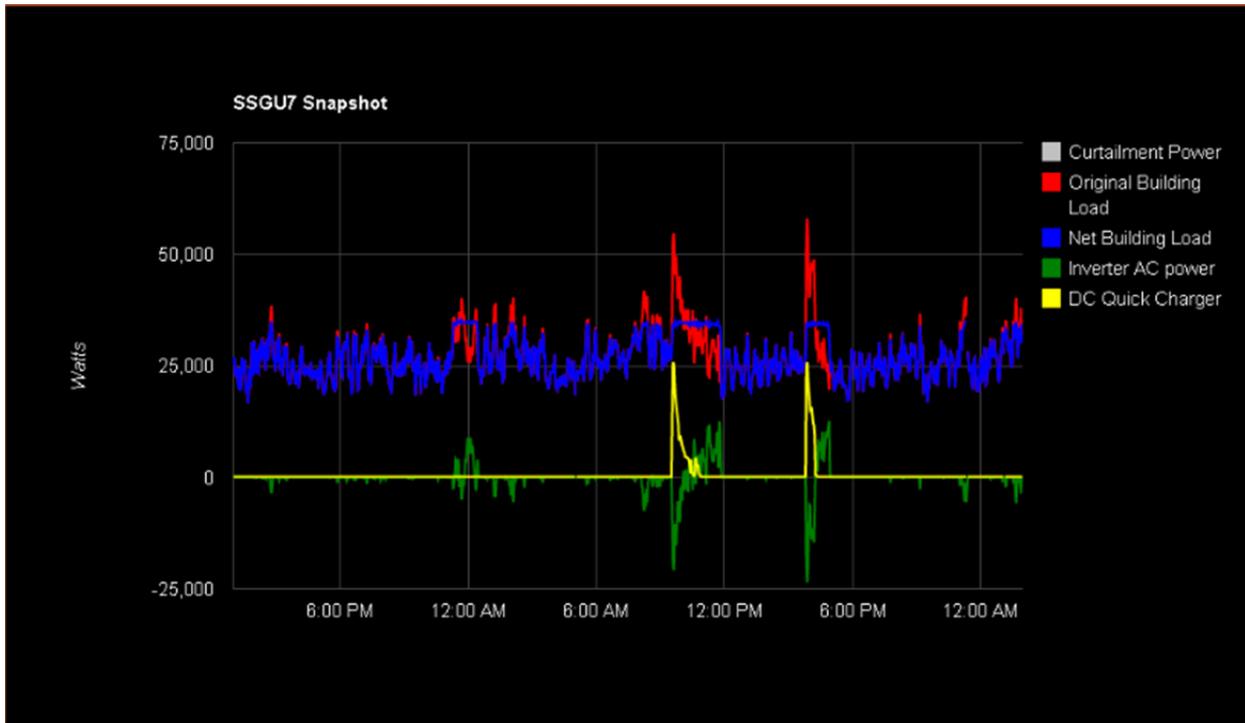
- Eaton DC Quick Charge unit
- 30kW/30kWh Green Station Energy Storage System
- Design, engineering and permitting
- Installation, Property tax, and Sales Tax on equipment
- Annual O&M Service for the 5 year term

Revenue Share opportunities

50% of the Demand Charge savings directly created from the GCN system will go to the college during the 5 year term. We have reviewed the 15 min interval data and expect the savings to be between \$7,000 and \$7,300 per year per location. On a quarterly basis GCN will provide a summary report and savings analysis from data collected from the CT's attached to the electrical panel. These CT's will record what the actual 15 min demand would have been without the GCN system. The demand level for Off Peak, Partial Peak and Peak is compared to the PGE Bill to determine the actual savings delivered from the GCN system. Peralta College can view all of the information online at any time. The other 50% of the savings goes to GCN to pay for property taxes, insurance, and O&M of the system. The DC fast charger is set to a peak consumption of 30kW of power. When the EV charger initially starts charging the car batteries it usually draws close



to the maximum current and then starts to reduce the consumption. In the chart below you will see the net impact to the demand with and without a car charging on a 7-Eleven location. The red line is what the utility would have seen without the battery system. The yellow line is the impact of the DC fast charger.



Peralta College will recoup 100% of the electricity used from the EV charger by sharing the revenue from customers. 25% of the customer charges will go back to Peralta Colleges to offset the electricity costs.

Site Selection

We have identified the site locations for each charger. We will provide all the equipment and all installation costs for a DC fast charger and a 30kW/30kWh energy storage system at the following locations.

Location	Number Charging Stations	Construction Cost to the District	Equipment Cost Paid by GCN
Laney College	1	\$0.00	100%
Merritt College	1	\$0.00	100%
District Administrative Complex	1	\$0.00	100%
TOTAL:	3	\$0.00	100%

EV Charger Installation:



In addition to the DC fast charger and the GCN Energy storage unit installation we will modify the main panel, install commercial breakers, pull wire from panel to installation site for rapid charging station. Installation of concrete base, disconnects, parking bollard, trenching, signage, and final unit assembly and installation of units and function test for operation. Here are the addresses for each installation.

<u>Street Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>System Size</u>	<u>Demand Savings Split</u>
900 Fallon Street	Oakland	CA	94607	30kW/30kWh	50%/ 50%
12500 Campus Drive	Oakland	CA	94619	30kW/30kWh	50%/ 50%
333 E 8th Street	Oakland	CA	94606	30kW/30kWh	50%/ 50%

With this grant there will be no costs to the district. In addition to all equipment and installations costs, GCN will pay for all ongoing fees (insurance, Operations and Maintenance, etc.) by using the shared demand savings. The average cost for each installation without this grant would be over \$170,000.

Options after the 5 year term

There are three options for the end of the term listed below. Peralta College can purchase the system at fair market value. The second is to renew the agreement with the same terms unless the College's demand profile changes more than 15%. If this happened the College and GCN would reassess the savings split percentages to cover the actual costs incurred by GCN. The last option is to have GCN remove the system at their cost and return the site to the previous condition. This excludes any subsurface installed items like conduit or a pad unless required by Peralta during the contracting process.

End of Term Options	Colleges role	GCN's Role	Other
1) The College purchases system at Fair market value	Buyer of system	Owner /seller of system	Fair market value determined by a 3rd party assessment
2) The College and GCN renew agreement	Renew Agreement	Renew Agreement	All conditions will be the same except for 50% split if load changes more than 15%
3) GCN removes equipment	None	Remove equipment	Return condition to previous condition except for underground conduit and pad (if needed)

Please let me know if you have any further questions.

Sincerely,

Stephen Kelley
Senior Vice President
(650) 740-3320
Green Charge Networks



CALIFORNIA ENERGY COMMISSION

1516 NINTH STREET
SACRAMENTO, CA 95814-5512
www.energy.ca.gov



REVISED NOTICE OF PROPOSED AWARDS Round 2

Alternative and Renewable Fuel and Vehicle Technology Program Grant Solicitation PON-11-602 Alternative Fuels Infrastructure: Electric, Natural Gas, Propane, E85, and Diesel Substitutes Terminals

March 21, 2013

On February 8, 2012, the California Energy Commission (Energy Commission) released a Grant Solicitation and Application Package entitled "Alternative Fuels Infrastructure: Electric, Natural Gas, Propane, E85, and Diesel Substitutes Terminals" under the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This grant solicitation was an offer to fund projects that establish infrastructure to store, distribute, and dispense the following alternative transportation fuels:

- Electricity
- Ethanol (E85)
- Propane
- Diesel Substitutes
- Natural Gas (compressed or liquefied)

The grant solicitation announced that the maximum funding available for this solicitation was \$30.31 million and that the Energy Commission reserves the right to increase this amount up to \$60 million. The original Round 2 Notice of Proposed Awards dated August 16, 2012 awarded \$6,906,468. Additional funds in the amount of \$2,840,000 were provided in this Revised Notice of Proposed Awards-Round 2 for a total funding of \$9,746,468.

The attached revised table entitled "Revised Round 2 Notice of Proposed Awards" identifies each applicant selected and recommended for funding by Energy Commission staff, and includes the amount of recommended funding and score. The Energy Commission staff has increased the funding for two Awardees and identified an additional Awardee from the ranked list of applications.

In accordance with the solicitation (PON-11-602, Section 11, Page 12), projects recommended for funding must complete the CEQA process within 180 days of the release date of the NOPA. Failure to do so may result in cancellation of the proposed award.

Funding of proposed projects resulting from this solicitation is contingent upon the approval of these projects at a publicly noticed Energy Commission Business Meeting and execution of a grant agreement.

This notice is being mailed to all parties who submitted an application to this solicitation that has had a change in their results and is also posted on the Energy Commission's website at <http://www.energy.ca.gov/contracts/index.html>.

Questions should be directed to: Kevyn Piper
Grants and Loans Officer
California Energy Commission
1516 Ninth Street, MS-1
Sacramento, CA 95814
(916) 654-4845

Attachment



Office of Governor
Edmund G. Brown Jr.

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GOVERNOR BROWN ANNOUNCES \$120 MILLION SETTLEMENT TO FUND ELECTRIC CAR CHARGING STATIONS ACROSS CALIFORNIA

3-23-2012

Issues Executive Order to Help Bring 1.5 Million Zero-Emission Vehicles Onto California's Roads

GOLETA – Governor Edmund G. Brown Jr. joined with the California Public Utilities Commission today to announce a \$120 million dollar settlement with NRG Energy Inc. that will fund the construction of a statewide network of charging stations for zero-emission vehicles (ZEVs), including at least 200 public fast-charging stations and another 10,000 plug-in units at 1,000 locations across the state. The settlement stems from California's energy crisis.

The Governor also announced that he has signed an executive order laying the foundation for 1.5 million zero-emission vehicles on California's roadways by 2025.

"This executive order strengthens California's position as a national leader in zero-emission vehicles," said Governor Brown, "and the settlement will dramatically expand California's electric vehicle infrastructure, helping to clean our air and reduce our dependence on foreign oil."

The settlement announced today resolves ten-year-old claims against a subsidiary of Dynegy Inc., then a co-owner with NRG of the portfolio of power generating plants currently owned by NRG in California, for costs of long-term power contracts signed in March 2001. NRG assumed full responsibility for resolving this matter in 2006 when NRG acquired Dynegy's 50% interest in the assets. One hundred million dollars from the settlement will fund the fast-charging stations and the installation of the plug-in units and electrical upgrades, at no cost to taxpayers. The remaining twenty million dollars will be directed to ratepayer relief. For more information on the settlement, please contact the CPUC.

The network of charging stations funded by the settlement will be installed in the San Francisco Bay Area, the San Joaquin Valley, the Los Angeles Basin and San Diego County. This new infrastructure network is a breakthrough in encouraging consumer adoption of electric vehicles and will contribute significantly to achieving California's clean car goals.

"The settlement will launch a virtuous circle in which ever more Californians will feel comfortable driving EVs, and growing EV sales will in turn attract ever more investment in charging infrastructure to our state," said CPUC President Michael R. Peevey. "It will create jobs in California, help clean our air, and support attainment of our greenhouse gas reduction goals."

Added CPUC Commissioner Mike Florio: "This is a truly creative deal that offers tremendous value for California utility customers. In one stroke it closes out an unfortunate chapter in our history and propels us down the road to a clean transportation future. Through the settlement, EVs will become a viable transportation option for many Californians who do not have the option to have a charging station at their residence."

Mary Nichols, Chair of the California Air Resources Board Chair (CARB), lauded the settlement agreement. "California has the most aggressive clean transportation goals in the nation," said Nichols. "The automakers are already building clean electric cars. This infrastructure infusion will give consumers the confidence to go out and buy them, which is what needs to happen for us to clean our air, lower greenhouse gas emissions and reduce our dependence on imported oil."

In January, CARB voted to require the largest automakers to derive 15 percent, or about 1.4 million, of their annual California sales from electric vehicles and other zero or near-zero emissions vehicles by 2025.

The Executive Order issued today by the Governor sets the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be "zero-emission vehicle ready";
- By 2020, the state will have established adequate infrastructure to support 1 million zero-emission vehicles in California;
- By 2025, there will be 1.5 million zero-emission vehicles on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on zero-emission vehicles, and greenhouse gas emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

AB 32, the 2006 Global Warming Solutions Act, calls for a 30 percent reduction of greenhouse gas

Latest News



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Governor Brown Announces Appointments 02-19-2014



Governor Brown Issues Proclamation Declaring A Day of Remembrance: Japanese American Evacuation 02-19-2014

emissions by 2020. The goal of 80 percent below 1990 levels by 2050 was set by an executive order signed by former Governor Arnold Schwarzenegger.

Last year, Governor Brown signed SB X1-2, which directed the California Air Resources Board to adopt regulations setting a 33 percent renewable energy target.

Copied below is the full text of the Governor's Executive Order:

EXECUTIVE ORDER

WHEREAS California is the nation's largest market for cars and light-duty trucks; and

WHEREAS the transportation sector is the biggest contributor to California's greenhouse gas emissions and accounts for approximately 40 percent of these emissions; and

WHEREAS California should encourage the development and success of zero-emission vehicles to protect the environment, stimulate economic growth and improve the quality of life in the State; and

WHEREAS California is a leader of technological innovation, including the innovation necessary to produce commercially successful zero-emission vehicles; and

WHEREAS California attracts over half of the nation's venture capital for clean technology and ranks high among the states in the number of workers and facilities supporting the clean-car industry; and

WHEREAS California is leading the nation in enacting laws and establishing policies and programs that are reducing greenhouse gases, protecting air and water quality, promoting energy diversity and supporting low-carbon alternative fuel technologies; and

WHEREAS zero-emission vehicles provide multiple benefits in addition to reducing greenhouse gas emissions, such as reducing conventional pollutants, operating quietly and cleanly, allowing home refueling and lowering operating and fuel costs; and

WHEREAS California should support and encourage car manufacturers' plans to build and sell tens of thousands of zero-emission vehicles in California in the coming years.

NOW, THEREFORE, I, Edmund G. Brown Jr., Governor of the State of California, do hereby issue the following orders to become effective immediately:

IT IS HEREBY ORDERED that all State entities under my direction and control support and facilitate the rapid commercialization of zero-emission vehicles.

IT IS FURTHER ORDERED that the California Air Resources Board, the California Energy Commission, the Public Utilities Commission and other relevant agencies work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve by 2015:

- The State's major metropolitan areas will be able to accommodate zero-emission vehicles, each with infrastructure plans and streamlined permitting; and
- The State's manufacturing sector will be expanding zero-emission vehicle and component manufacturing; and
- The private sector's investment in zero-emission vehicle infrastructure will be growing; and
- The State's academic and research institutions will be contributing to zero-emission vehicle research, innovation and education.

IT IS FURTHER ORDERED that these entities establish benchmarks to help achieve by 2020:

- The State's zero-emission vehicle infrastructure will be able to support up to one million vehicles; and
- The costs of zero-emission vehicles will be competitive with conventional combustion vehicles; and
- Zero-emission vehicles will be accessible to mainstream consumers; and
- There will be widespread use of zero-emission vehicles for public transportation and freight transport; and
- Transportation sector greenhouse gas emissions will be falling as a result of the switch to zero-emission vehicles; and
- Electric vehicle charging will be integrated into the electricity grid; and
- The private sector's role in the supply chain for zero-emission vehicle component development and manufacturing State will be expanding.

IT IS FURTHER ORDERED that these entities establish benchmarks to help achieve by 2025:

- Over 1.5 million zero-emission vehicles will be on California roads and their market share will be expanding; and
- Californians will have easy access to zero-emission vehicle infrastructure; and
- The zero-emission vehicle industry will be a strong and sustainable part of California's economy; and
- California's clean, efficient vehicles will annually displace at least 1.5 billion gallons of petroleum fuels.

IT IS FURTHER ORDERED that California target for 2050 a reduction of greenhouse gas emissions from the transportation sector equaling 80 percent less than 1990 levels.

IT IS FURTHER ORDERED that California's state vehicle fleet increase the number of its zero-emission vehicles through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles be zero-emission by 2015 and at least 25 percent of fleet purchases of light-duty vehicles be zero-emission by 2020. This directive shall not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural,

enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of March 2012.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

DEBRA BOWEN
Secretary of State

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