



TRANSPORTATION ADVISORY BOARD COMMUNICATION

Meeting Date: March 8, 2021

Subject: EV Stations & 2020 Rate Study

Type of Item: Information **Time for Presentation:** 15 Minutes

Presented By: Tim Ellis, Renewable Energy Strategy Manager
Anne Lutz, Director of Energy Strategies & Solutions

Suggested Action: None – Information & Discussion Only

BACKGROUND ISSUE & ANALYSIS

Electric vehicles and charging stations are a piece of the City's overall transportation plans. They are part of Sustainability Plan strategy to reduce harmful air emissions, and included in the Climate Action Plan to reduce greenhouse gases. Public and fleet electric vehicle education and support as well as increasing the electric charging infrastructure are also embedded in the Carbon-free, Equitable Transportation Roadmap.

The City of Longmont currently owns and operates 5 public charging stations. They are located at the Memorial Building, the DSC parking lot between Main and Kimbark Streets, the Library garage, the Museum, and the LPC Service Center. Each station has two charging ports and are covered by 5-year maintenance and repair contracts.

Station facts:

- There were over 43,000 kilowatt hours used to charge electric vehicles last year. These charges were free to the public.
- In 2020 there were a total of 17.7 metric tons of CO2 equivalent saved by having electric vehicles charge at our stations.
- The total sessions for all 5 stations in 2020 was about 3,800. A session is defined as each time a car plugs in for a charge. We also found that the average length of charging time is about 3 to 4 hours.
- Unique users for all 5 stations throughout the year was 342.

Rate Analysis

After a couple of years of free charging to the public, we are at a point where the public is knowledgeable about where the stations are and how to use them. Therefore, we feel that it's now appropriate to charge customers for charging so that we can recover the costs for this service. Various costs were included in the rate analysis including the cost of the electricity, cost of the stations, maintenance and repair contracts, and administration. We also deducted the rebate we receive from State's Regional Air Quality Council (RAQC) from the total cost to purchase, install, and operate the stations. We are proposing a \$1 per hour of charging. This aligns with both our previous cost of charging and the price charged by surrounding cities.

Next Steps

Following the presentation to the Transportation Board, we will present to Sustainability Advisory Board. Then, on March 30th we are scheduled to present this material to City Council. Following their approval, we will start informing the community about rate implementation during April and May. Finally, we plan on implementing EV rates at all City-owned public stations this summer. We will continue to monitor use and cost of operating these stations and make any appropriate adjustments as we move forward.

RECOMMENDED ACTION

None – information and discussion only.

ATTACHMENT

None.