



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Hans F. Larsen
David Sykes
Jennifer A. Maguire

SUBJECT: ELECTRIC VEHICLE CHARGING
STATIONS

DATE: 02-21-12

Approved

Date

3/9/12

COUNCIL DISTRICT: 3

RECOMMENDATION

It is recommended that the City Council:

1. Approve a sub-recipient grant agreement with the Association of Bay Area Governments (ABAG) in the amount of \$121,140, with a local match requirement of \$534,394, for the purchase and installation of up to 23 electric vehicle charging stations in the City of San José under the Bay Area Electric Vehicle (EV) Corridor Project.
2. Approve the existing Master Services Subscription Agreement between City and Coulomb Technologies (Coulomb) that allows the City to connect additional electric vehicle charging stations to the Coulomb wireless network and give the City the flexibility to remotely monitor and set rates for public use of the electric vehicle charging stations.
3. Adopt a resolution authorizing the City Manager:
 - a. To negotiate and execute any necessary agreements to ratify the acceptance of 26 electric vehicle charging stations, at no cost to the City, from Coulomb Technologies (Coulomb) already installed in the City of San José under the ChargePoint America Program partially funded by the US Department of Energy and the California Energy Commission (CEC);
 - b. To negotiate and execute a reimbursement agreement with Coulomb in the amount not to exceed \$100,000 to reimburse the City for the cost of installing 26 electric vehicle charging stations under the ChargePoint America Program;

- c. To negotiate and execute purchase orders to add additional electric vehicle charging stations to the Coulomb wireless network under the Master Services Subscription Agreement during the term of the master agreement.
4. Adopt a resolution to repeal Resolution No. 76047 and set forth the Master Parking Rate Schedule to authorize the City Manager to set and adjust the rate of up to five dollars (\$5) an hour for use of the electric vehicle charging stations.
5. Adopt the following Appropriation Ordinance and Funding Sources Resolution Amendments in the General Fund for 2011-2012:
 - a. Establish a City-Wide appropriation for the Department of Public Works for the ChargePoint America Electric Vehicle Infrastructure Project in the amount of \$63,500;
 - b. Establish a City-Wide appropriation for the Department of Public Works for the Bay Area Electric Vehicle Corridor Project in the amount of \$121,140;
 - c. Increase the Estimate for Other Revenue by \$63,500; and
 - d. Increase the Estimate for Revenue from the State of California by \$121,140.

OUTCOME

Approval of the recommendations will result in the installation of up to 49 electric vehicle charging stations in the City of San José in Downtown San José and at the Environmental Innovation Center funded by federal and state grants. Installing the chargers advances the City's goal to establish the region as the Electric Vehicle capital of the nation. It is also consistent with the City's Green Vision goals to ensure that 100% of the City's fleet runs on alternative fuel by 2022 and to create 25,000 Clean Tech Jobs as the World Center of Clean Tech Innovation.

EXECUTIVE SUMMARY

In 2009, Mayor Reed together with the mayors of San Francisco and Oakland, made a public commitment to make the San Francisco Bay Area the "EV Capital" of the world. Since then, San José has worked independently, and in collaboration with others in the region, to achieve that ambitious and worthwhile goal.

One of the more visible strategies the City has pursued to accelerate the adoption of plug-in electric (PEV) vehicles is installing PEV charging stations. While most charging is expected to occur at home and secondly at work, PEV experts believe a network of publically accessible chargers is necessary to reduce "range anxiety" among would-be PEV buyers. A public charging network could also enable those without access to a charger in their residential development,

such as those living in San José's downtown high rises, to consider switching to an electric-powered vehicle.

San José is leveraging two grant-funded programs and its existing resources to install up to 49 PEV chargers to help realize its vision. The California Energy Commission awarded \$1.5 million to the Bay Area Electric Vehicle (EV) Corridor Project to help fund the purchase and installation of 206 PEV chargers throughout the region. Twenty-three of those chargers will be installed, owned, and operated by the City.

The ChargePoint America Program is funding the remaining 26 chargers. ChargePoint America is a \$37 million program funded by the U.S. Department of Energy (DOE) and sponsored by Coulomb Technologies to provide free electric vehicle chargers to nine selected metropolitan regions in the United States. The San José/San Francisco Bay Area is one of those regions. In California, the CEC augmented Coulomb's DOE grant, providing a \$3.4 million budget to install 1,280 Coulomb chargers in the state, an average of \$3,200 per installation.

The recommendations include acceptance of the two grants (Bay Area Electric Vehicle Corridor Project and ChargePoint America Program). . Accepting \$121,140 for the Bay Area Electric Vehicle (EV) Corridor Project will allow the City to purchase and install 23 electric vehicle chargers in City owned and accessible facilities in and near downtown San José at minimal cost to the City. While this grant has a \$534,395 match requirement, \$475,740 of this requirement will be met by the replacement value of the 46 surface and parking garage parking spaces that will be served by the chargers. Coulomb, which is providing chargers to the City for the EV Corridor Project as well as the ChargePoint America Program, will be contributing \$45,145 towards the local match for the EV Corridor Project by discounting the cost of their chargers. The remaining \$13,510 is a combination of labor and general and administrative overhead that will be absorbed in existing appropriations. Included in this memorandum are appropriation actions and the recognition of revenue from the California Energy Commission for the purchase and installation of the chargers.

Accepting 26 electric vehicle charging stations under the ChargePoint America Program and entering into a reimbursement agreement with Coulomb will allow the City to obtain and install those chargers at no cost to the City. A recommendation is included in this memorandum to appropriate funding for the installation of the chargers for this program. These installation costs will be reimbursed by the vendor, with funds from the State of California.

Approving the existing Master Services Subscription Agreement with Coulomb and its extension will allow the City to add all of the chargers installed through the CEC and ChargePoint America programs to the Coulomb network and to have the flexibility to charge those who use the City's chargers a fee to recoup the City's operating and maintenance expenses.

BACKGROUND

The California PEV Collaborative, the Electrification Coalition, McKinsey and Company, and others have highlighted the importance of “demonstration regions” across the nation that can illustrate what a comprehensive EV ecosystem looks like and build momentum toward a market development “tipping point.” San José is leveraging two grant-funded programs and its existing resources to install chargers to help manifest that vision: the Bay Area EV Corridor Project and Coulomb’s ChargePoint America program. Together, the two grants will enable the City to install up to 49 electric vehicles chargers.

Funding Source	Number of Chargers
EV Corridor Project/CEC	23
ChargePoint America Program	26
Total Number of City-owned Chargers	49

Staff made several presentations to the Council’s Transportation and Environment Committee over the last two years on its progress on securing funds for charger installations as well as other strategies the City is pursuing to encourage PEV ownership. Those strategies have included streamlining the City’s permitting process to install single family home chargers, participating in battery switching station demonstration project, securing a grant to obtain two all-electric vehicles for the City’s fleet, and modifying the City’s Clean Air Vehicle policy to focus its incentive—free parking in City parking garages and parking lots for vehicles registered or purchased in the City—specifically to PEV owners.

In addition, staff has also been involved in the development of model codes, regulations and standards to encourage the adoption of electric vehicles in California. At its May 11, 2011 meeting, Councilmember Chu proposed to the Rules Committee that the City develop a citywide PEV policy that would ensure that new developments were designed to support PEV charging. After some discussion, the Rules Committee directed staff to work with the Bay Area Climate Collaborative on the development of a model PEV electrical code for new developments and to ensure that Planning, Building and Code Enforcement engineering staff had input. Staff in the Department of Transportation worked with Planning, Building and Code Enforcement staff in reviewing and providing comments on BACC’s draft document, which was published under the title Ready Set Charge California in November 2011 (<http://www.baclimate.org/impact/evguidelines.html>).

ANALYSIS

California Energy Commission Alternative and Renewable Fuel & Vehicle Technology Program

San José is a participant in the Bay Area EV Corridor Project (Project). The Project was awarded approximately \$1.5 million by the California Energy Commission (CEC) through its Alternative and Renewable Fuel & Vehicle Technology Program. ABAG is serving as the program lead and fiscal agent for the Project. On August 8, 2011, ABAG signed a two-year

agreement, terminating on April 30, 2013, with the CEC on behalf of the Project. San José will be a sub-recipient to ABAG for the purposes of the grant. The EV Corridor grant will help fund the purchase and installation of approximately 206 chargers in the Greater Bay Area, 26 of which will be installed in San José. Twenty-three of these chargers will be installed, owned, and operated by the City. Three will be installed, owned and operated by a private firm.

Sub-Recipient Grant Agreement

The proposed sub-recipient grant agreement between the City and ABAG obligates the City to invoice ABAG for reimbursement for its labor costs and the CEC's share of the cost of the chargers (the balance of the cost is an in-kind contribution by the charger manufacturer to the Project). The proposed agreement also requires the City to provide permits for the installations, to submit monthly progress reports on the City's progress on installation, and to collect data on charger usage (including charging frequency and profiles, electricity consumption, and charger operating costs) for six months after they are installed.

The terms and conditions of ABAG's agreement with the CEC, which are passed along to San José through the proposed sub-recipient grant agreement, include a termination for convenience provision that allows the CEC to terminate the program at any time, arbitration provision that requires any dispute to be resolved by arbitration in Sacramento County, indemnification provision requiring the City to defend and indemnify the State and ABAG for any claims relating to the sub-recipient grant agreement, and other strict terms and conditions. The CEC retains 10% of any payment or 10% of the total award, until the end of the project. The funds are released once the agency is satisfied that the terms of the agreement have been fulfilled. The term of the proposed sub-recipient grant Agreement is two years, expiring with ABAG's contract with CEC.

The Chargers

The chargers the City is obtaining through the CEC program are dual-cord chargers, capable of charging two vehicles parked in adjoining parking spaces. One side of the charger will supply a (level 1), 110 volt charge, the other side will provide a (level 2) 240 volt charge. A level 1 charger is capable of recharging an electric vehicle, such as the Nissan Leaf, in 22 hours; a level 2 charger can recharge the same vehicle in seven hours. Eighteen of the City's 23 chargers will be installed in the City's downtown garages, while five will be installed at the City's new Environmental Innovation Center. A matrix of the number and location of the chargers funded by this program is attached to this memorandum. [Attachment 1]

350Green, a private firm, intends to install three 480 volt (level 3) chargers in the City with partial assistance from the CEC. Level 3 chargers are capable of charging an electric vehicle to 80 percent of capacity in less than 30 minutes. The CEC is supporting the installation of 19 of these chargers around the region, which individually cost between \$50,000 and \$60,000 to purchase and install. 350Green will own and operate the three installed in San José. The firm is planning on locating two of the chargers on private property and would like to install one in a downtown public garage. City staff will continue to work with 350Green and bring forth a separate memo to the Council at the appropriate time.

Grant Match and Reimbursement

San José has committed an in-kind match of \$534,394 towards the EV Corridor Project. However, no appropriation actions are necessary to satisfy this requirement. The majority of this match, \$475,740 is the replacement value of the 46 surface and parking garage spaces that will be served by the chargers. Coulomb will be contributing \$45,145 towards the local match as well by discounting the cost of their chargers by approximately \$2,000 each, reducing their \$6,000 (gateway) chargers to \$3,975 and their \$5,000 (subordinate) chargers to \$3040. The gateway chargers connect a group of subordinate chargers to the internet. Each site must have at least one gateway charger.. The remaining \$13,510 is a combination of labor and general and administrative costs associated with the delivery of this project and will be absorbed in existing appropriations. The chargers will be installed by City employees by the end of the calendar year.

The installation is anticipated to cost approximately \$53,064, with the majority of the installation costs (\$39,555) reimbursed by the California Energy Commission. Additionally, while the chargers will be of no cost to the City, the City will need to initially purchase the equipment (\$81,585) and then be reimbursed, per the grant agreement. The City will issue a purchase order to a Coulomb distributor (Clean Fuel Connection) to purchase the chargers and submit that purchase order to ABAG for reimbursement. A recommendation is included in this memorandum to appropriate \$121,140 for these purposes and to recognize associated revenue in the same amount.

Request for Qualifications

In accordance with San Jose Municipal Code 4.12.225B.3, the City piggy-backed on a Request for Qualifications (RFQ) issued by the City and County of San Francisco (RFQ EV Infra 04-2009) in April 2009. The RFQ established a list of Pre-Qualified EV Infrastructure vendors that were eligible to provide Electric Vehicle Service Equipment devices (or PEV chargers) to the City for installation in or on city-owned facilities and property. The RFQ included language that authorized San José, and other public entities, to “utilize the City’s pre-qualified list of vendors resulting from this RFQ to choose prospective vendors on an as-needed basis for specific projects and for provision of commitment letters as project participants in applications for grant funding in those jurisdictions.”

The RFQ allowed the City to enter into contracts with any of four qualifying vendors for up to two years after San Francisco issued its notice of intent in April 2009 to establish a pre-qualified pool. Those four vendors were Better Place, ClipperCreek, Inc., Coulomb Technologies, and eTec. Two of the manufacturers, Coulomb and Better Place, met the the CEC’s data collection requirements for Alternative and Renewable Fuel & Vehicle Technology Program. But only Coulomb was also able to meet the City’s requirement that the charger enable the City to charge drivers a fee to use the charger and allow users to pay for the charging session via a credit card. The City intends to impose a fee to cover its City’s expenses to operate, maintain and periodically upgrade the equipment. More details on this are provided below. The Bay Area EV Corridor Project grant proposal was submitted to the CEC in January 2010.

ChargePoint America Program

ChargePoint America is a \$37 million program funded by the U.S. Department of Energy (DOE) and sponsored by Coulomb Technologies to provide free electric vehicle chargers to nine selected metropolitan regions in the United States. The San José/San Francisco Bay Area is one of the nine metro/city areas named in the program. In California, the CEC augmented Coulomb's DOE grant, providing a \$3.4 million budget to install 1,280 Coulomb chargers in the state, an average of \$3,200 per installation. Installation costs can vary widely, from as low as \$1,200 to \$10,000 or more, depending on the proximity and capacity of existing electrical services at a given site.

Coulomb initially offered the City up to 50 level 2 chargers through its ChargePoint America program. However, after an assessment of potential sites conducted by the Department of Public Works, the City decided to accept only 26 chargers and locate them principally downtown, where the chargers could be installed within the budget provided by the CEC and would likely be well utilized. Four of the chargers will replace first generation Coulomb Level 1 chargers installed in 2008 through a City demonstration partnership with Coulomb. A matrix of the number and location of the chargers funded by this program is attached to this memorandum [Attachment 1]. By accepting the ChargePoint America chargers, the City is obligated to operate them until December 31, 2013. After that date, continued operation of the chargers would be at the City's discretion.

The total value of the ChargePoint America program to San José is \$226,200, based on an average value of \$5,500 per charger and \$3,200 per installation. However, if installation costs exceed that figure, Coulomb may be able to increase its reimbursement rate. As a result, the recommendation to execute a reimbursement agreement with Coulomb is set at a level "not to exceed \$100,000" rather than the estimated cost of \$63,500. Coulomb offered to pay the City to install the chargers as the Public Works Department could perform the work at a lower cost than the estimate Coulomb obtained from an independent vendor. Having the City do the work enabled San José to maximize the number of chargers it could install through this program. Coulomb's DOE grant required the chargers be installed by December 2011. Coulomb extended the deadline by two months, with DOE's cooperation. But the City needed to move ahead with the installation to avoid possibly losing the chargers. Consequently, the installation of the chargers will be complete or near complete by the time this memo is considered by Council. Therefore it is recommended that the City recognize revenue from Coulomb to pay for the installation, and allocate these additional resources to the Public Works Department. The proposed agreement requires the City to provide a site-specific estimate of labor and materials to install the charging equipment, to invoice Coulomb for payment, and to obtain electrical permit(s) for the installation. In the event the City Council does not approve acceptance of the chargers under the ChargePoint America program, the City will need to remove all 26 chargers and return them to Coulomb. There would be no other obligations to the City.

Master Subscription Agreement

On July 29, 2010, the Mayor joined Coulomb CEO Richard Lowenthal at a press event to announce the installation of the first two ChargePoint America charging stations in San José. Both chargers were installed in the Convention Center.

To facilitate that installation, on July 27, 2010, the City entered into a Master Services Subscription Agreement with Coulomb. That agreement allows the City to make use of Coulomb's software and network system and specifies what Coulomb will charge for its services. Those services include the ability for the City to charge drivers a fee to use its PEV chargers. Currently the City is allowing drivers to charge for free. Coulomb's service plan allows users to pay for their charging session via a Coulomb smart card or a major credit card. The system also allows the City to monitor its chargers in real time regarding their availability (occupied, reserved, available); usage (energy consumed, amount of time utilized, greenhouse gases averted) and performance (technical problem or working). The City also has access to cumulative data (day, week, month and year) on its chargers, on electricity consumed, time occupied, and greenhouse gas emissions diverted. Both grant funders, the DOE and CEC, require the collection of such data as a condition of their grants. A web-based map allows drivers to locate the City's chargers via Coulomb's website, smart phone applications, and a variety of mobile and in-car navigation systems. The system will notify the City when chargers are not working and alert drivers when their charge has been completed or if the charge was interrupted. The system also provides customer support via a toll free number 24 hours a day, seven days a week.

For these and other services, Coulomb will charge a \$0.40 authorization fee per session and a session processing fee equal to 5.0% or 6.0% of the session fee imposed by the City (depending upon whether the fee is paid via a Coulomb-issued smart card or a major credit card). The rates decline as the volume of charges increase. The fees will be deducted from the fee paid by the driver. Coulomb will send the net proceeds to the City once per month. The current agreement terminates in December 31, 2013, when the ChargePoint America program concludes. If the City extends the subscription agreement beyond this date, the City will also need to pay Coulomb an annual subscription plan fee of \$230 per charger per year, unless the terms are renegotiated.

The initial master service agreement with Coulomb was executed under the City Manager's authority, in accordance with San Jose Municipal Code 4.04.020. However, staff is asking for Council approval of and authorization to extend the agreement because it believes the value of the Master Agreement may eventually exceed \$250,000. This is due to the increasing number of PEVs being manufactured, additional chargers the City may add to the network, the imposition of a charging session fee, and the fees the City will need to pay Coulomb to utilize its network services. As was done with the first two ChargePoint America chargers installed in the Convention Center, the City's Purchasing Division will issue purchase orders to codify the addition of additional chargers to the agreement. Currently, that would include the remaining 24 ChargePoint America chargers and the 23 Bay Area EV Corridor chargers. Staff is also

requesting authority to add additional chargers to the Coulomb network under the Master Service Agreement without future City Council approval.

Authority to Set Rates

The City envisions charging an hourly fee to those who utilize the City's chargers. The City is currently not charging drivers to use the five chargers installed through its Demonstration Partnership Policy in 2008. The City is also providing free parking in City facilities, through its Clean Vehicle Policy, to those who purchase or register their PEV in the City. Staff's intention in charging for use of the PEV chargers is to cover the City's expenses to own and operate the chargers. Initially, those costs will be limited to electricity and Coulomb's authorization and processing fees. Coulomb is warranting its equipment during the grant terms: one year from the date of installation for the CEC-funded EV Corridor Project and two years for the ChargePoint America program. When the grants expire, the City will need to assume the cost of maintaining, operating, and periodically upgrading the equipment as well as an annual network service subscription fee. The City anticipates charging a uniform rate at all of its chargers, unless there are legal or market restrictions at particular locations that necessitate doing otherwise.

It is recommended that the City Council adopt a resolution to repeal Resolution No. 76047 and to set forth the Master Parking Rate Schedule to authorize the City Manager to set and adjust vehicle charging rates from a range of \$0 to \$5 per hour for use of the electric vehicle charging stations. Rates and revenues will be monitored and adjusted to ensure cost recovery status is achieved.

At present, it is difficult to predict the City's expenses and revenues given the complexity of the electrical rate for the City's garages and how little is yet known about how long and when during the day most PEV owners will use the chargers. The City will be able to alert users to changes in the charging rate via a scrolling message on the face of the charger. Staff anticipates charging \$1.50 per hour, a rate comparable to that charged by other U.S. cities and institutions, with a top rate of up to \$5 per hour.

EVALUATION AND FOLLOW-UP

Staff will provide an update to the Transportation & Environment Committee on the progress of the charger installations and their usage. Both funders – the CEC and the DOE – require regular reports on charger usage for stations funded by their programs.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This item does not meet the above criteria requiring additional notification. However, this memorandum will be posted on the City's website for the City Council meeting.

COORDINATION

This memorandum was coordinated with the City Attorney's Office, Finance Department, and Planning, Building and Code Enforcement Department.

FISCAL/POLICY ALIGNMENT

Approval of the recommended actions are consistent with San José's Green Vision goals to ensure that 100% of the City's fleet runs on alternative fuel by 2022 and to create 25,000 Clean Tech Jobs as the World Center of Clean Tech Innovation.

COST SUMMARY/IMPLICATIONS

The Bay Area Electric Vehicle Corridor grant provides the City with \$121,140 for the purchase and installation of 23 electric vehicle chargers, with a local match requirement of \$534,395. The majority of the local match requirement (\$475,470) is satisfied by the value of 46 surface and parking garage spaces that will be served by the chargers. Coulomb Technologies will pay \$45,145 of the match share, while the remaining \$13,510 requirement will be absorbed in existing appropriations. The ChargePoint America grant will provide the City will 26 electric vehicle chargers at no cost to the City. To maximize the number of chargers the City will receive, City staff has installed the chargers as the City's cost for this work is less costly than a private vendor. The cost associated with the City installation (\$63,500) will be covered by Coulomb at no net cost to the City.

CEQA

The chargers installed downtown through the ChargePoint America and Bay Area EV Corridor programs are reusing the Downtown Strategic Plan EIR, Resolution Number 72767.

The chargers installed at the Environmental Innovation Center are covered by the Mitigated Negative Declaration issued for that project, PPO 9-138.

The Master Subscription Agreement is Not a Project, File No. PP10-066 (a), Purchase Order/Cooperative Purchase of Supplies, Equipment & Professional Services with no changes in the physical environment.

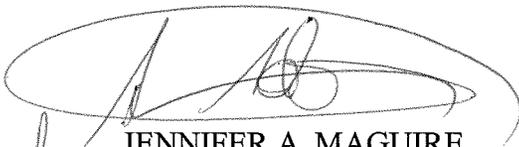
The Master Parking Rate Resolution is Statutorily Exempt, File No. PP10-067 (a) Increase or Adjustment to Fees, Rates and Fares.

/s/

HANS F. LARSEN
Director of Transportation

/s/

DAVID SYKES
Director of Public Works



JENNIFER A. MAGUIRE
Budget Director

I hereby certify that there will be available for appropriation in the General Fund in the Fiscal Year 2011-2012 moneys in excess of those heretofore appropriated there from; said excess being at least \$184,640.



JENNIFER A. MAGUIRE
Budget Director

For questions please contact Laura Stuchinsky, DOT Sustainability Officer at 975-3226 or Matt Morley, Public Works Deputy Director at 408-535-1298

Attachment: San José PEV Charging Stations by Location and Funding Source

Attachment
San Jose PEV Charging Station by Location and Funding Source

Location		Number by Grant Program			
<i>Downtown Garages</i>	Address	Chrg Pt. America	California Energy Commission	Total chargers by location	Types of Chargers
Market & San Pedro Sq Garage	45 N. Market St. between Santa Clara and St. John streets	3	4	7	2 Level 2's; 4 combo Level 1&2 chargers
Third Street Garage	95 N. Third Street, just north of Santa Clara Street	4	3	7	4 level 2's (3 new, 1 upgrade) and 3 combo 1&2 units
Second & San Carlos Street Garage	280 S. Second Street	4	2	6	4 level 2s and 2 combo Level 1&2 chargers
Convention Center	150 W. San Carlos Street	2	3	5	2 level 2's & 3 combo Level 1&2 chargers
City Hall Garage	200 E. Santa Clara Street	3	2	5	3 level 2's and 2 combo Level 1&2 chargers
Fourth/St.John Garage (employee Garage)	50 N. Fourth Street	3	2	5	3 level 2's and 2 combo Level 1&2 chargers
4th and San Fernando	44 South Fourth Street	4	2	6	4 Level 2s (1 new, 3 upgrade) and 2 combo Level 1&2 chargers
<i>Other Locations</i>					
East Santa Clara Street (opposite City Hall)	181 E. Santa Clara Street	3	0	3	3 Level 2s (2 new, 1 upgrade)
Environmental Innovation Center		0	5	5	4 combo Level 1&2 chargers
	<i>Subtotal by Program</i>	26	23		
Total Chargers				49	

Attachment
San Jose PEV Charging Station by Location and Funding Source

Location		Number by Grant Program		Total chargers by location	Types of Chargers
<i>Downtown Garages</i>	Address	Chrg Pt. America	California Energy Commission		
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Convention Center	150 W. San Carlos Street	2	3	5	2 level 2's & 3 combo Level 1&2 chargers
City Hall Garage	200 E. Santa Clara Street	3	2	5	3 level 2's and 2 combo Level 1&2 chargers
Fourth/St. John Garage (employee Garage)	50 N. Fourth Street	3	2	5	3 level 2's and 2 combo Level 1&2 chargers
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	<i>Subtotal by Program</i>	26	23		
Total Chargers				49	