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Final Report to MSRC Contract No. ML18080 – City of Santa Monica EV Charging Project

Prepared for the Mobile Source Air Pollution Review Committee (MSRC) under the AB 2766 Discretionary Fund Work Program.

## Acknowledgements

Key City of Santa Monica personnel associated with this project:

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This report was submitted in fulfillment of Contract No. ML18080 EV Charging Project by the City of Santa Monica under the partial sponsorship of the Mobile Source Air Pollution Reduction Review Committee (MSRC). Work was completed as of July 20<sup>th</sup>, 2022.

## Disclaimer

The statement and conclusions in this report are those of the contractor and not necessarily those of the Mobile Source Air Pollution Reduction Review Committee (MSRC) or the South Coast Air Quality Management District (South Coast AQMD). The mention of commercial products, their sources or their uses in connection with material reported is not to be construed as either an actual or implied endorsement of such products.

## Project Description & Work Performed

The purpose of this project was to install EV charging stations to support growing EV adoption in Santa Monica. MSRC funding helped cover the charging equipment costs for the stations listed below. (Design and construction costs were funded by the City.)

Location	# Stations	# Ports	Access	Date Open	GHG Savings (kj)
Main Library	4	8	Limited	November 2018	26225
Annenberg Beach House	1	2	Limited	December 2018	11569
City Hall North	1	2	Limited	February 2021	4611
Montana Ave	1	1	Public	October 2018	36923
Los Amigos Park	1	2	Public	July 2022	6622
Fairview Library	1	1	Public	July 2022	2377
California Ave	1	2	Public	July 2022	5249
Reed Park	1	2	Public	July 2022	5121
TOTAL	11	20			98697

## Problems Encountered

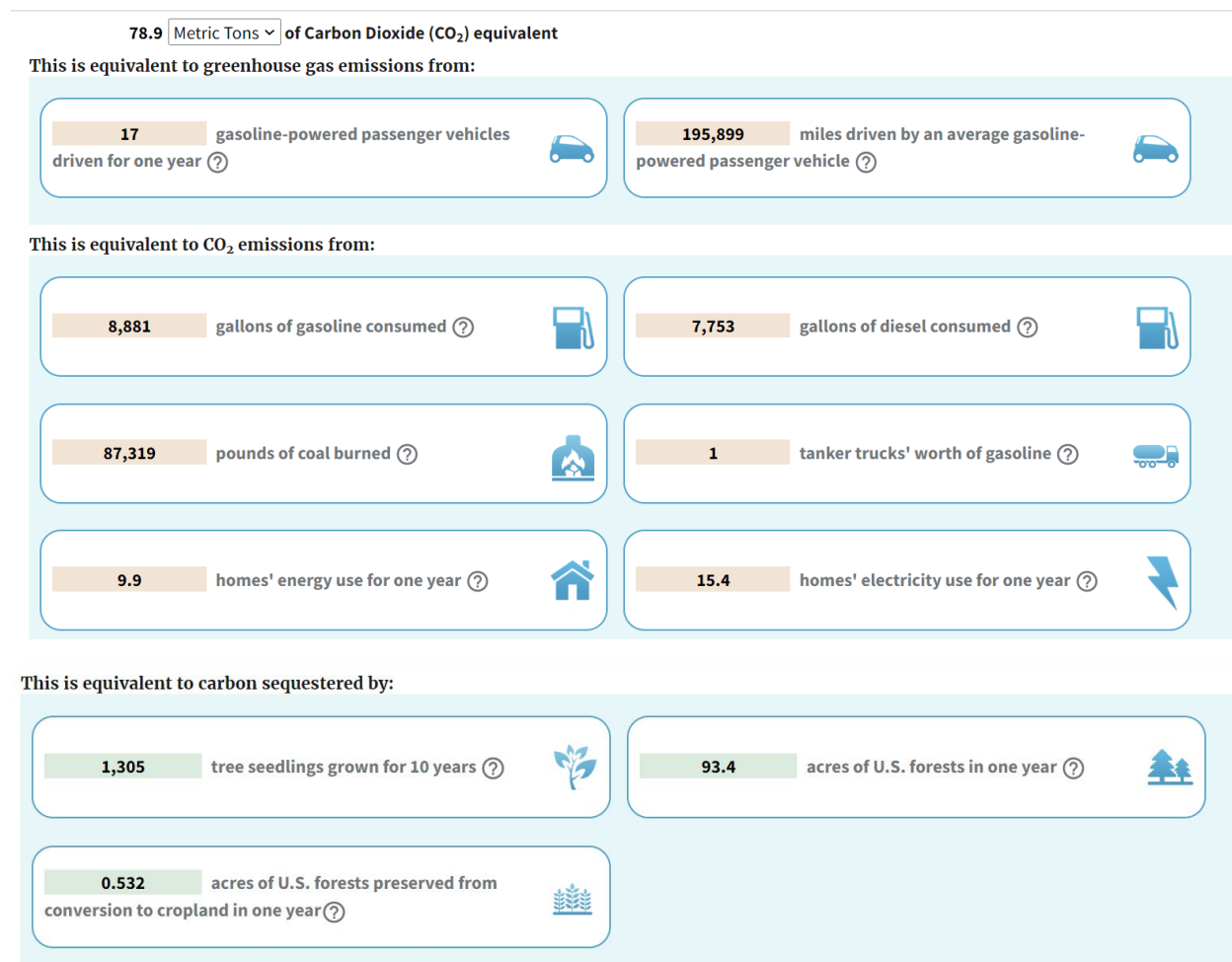
The City encountered various problems relating to the affects of COVID-19, including cancelled projects, loss of funding, staff cuts, project delays due to supply chain issues, increased construction costs, and competing priorities related to the pandemic. For example, one project that was initially included in the scope of work for the MSRC funding was cancelled due to a contractor terminating their contract with the City due to COVID-19 in 2020. The project included eight dual-port curbside charging stations in a residential neighborhood and has not yet been reinstated due to limited funding and staff capacity. Supply chain issues delayed components of the project installation, including meter pedestals.

The last curbside project, which included the last four stations in the list above, was also delayed due to long waits for the utility, Southern California Edison, to energize the sites.

## Emissions Benefits

According to ChargePoint greenhouse gas (GHG) savings calculator, total GHG savings from the eight EV charging locations listed above is 98697 kj. These calculations are based on the energy dispensed by an organization's charging stations. ChargePoint estimates how far an EV can go using the energy from the stations, calculates the emissions caused by generating that electricity and compares it with the emissions that would be generated by a gas-powered vehicle traveling the same distance. Actual emissions avoided may be higher or lower depending on how your electricity is generated locally.

Inputting the total kWh consumed over the lifetime of these eight sites (182437 kWh) into the EPA Greenhouse Gas Equivalencies Calculator yields 78.9 metric tons of carbon dioxide equivalent savings, which can be represented as follows:



The City of Santa Monica procures nearly 100% clean power, so actual emissions savings are likely much higher.

### Photographs & Outreach

The four recently installed curbside charging stations and MSRC funding were included in the September 2022 Santa Monica [Seascape Newsletter](#), as shown below. This announcement was also included in the City of Santa Monica Office of Sustainability & the Environment's monthly newsletter [here](#). Notice of MSRC funding for previously installed chargers were included in social media posts including City Facebook and Instagram posts.

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## DRIVING ELECTRIC IN SANTA MONICA

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**W**ith gas prices at an all-time high, now is a great time to drive electric, and the City of Santa Monica is working to make it easier to drive electric vehicles.

The City is excited to bring new EV charging stations to Santa Monica. To reduce charging time, 8 EVgo fast charging stations are now open at Lot 27 (5th St. between Santa Monica Blvd. and Arizona Ave.) and 4 new standard level 2 stations are open at several curbside locations (Los Amigos Park, Reed Park, Fairview Library, and California Ave. & 11th St.). These projects were funded in part by MSRC Clean Transportation Funding and are part of an ongoing effort to add EV charging stations in multi-

family neighborhoods and to provide charging infrastructure across the community.

If your building is interested in adding their own charging infrastructure, EV charger rebates are still available. You can apply to the Electrify Santa Monica Rebate program to earn up to \$1,500 to install an EV charger. Up to \$3,000 is available for qualified low-income rebate applicants. Residents of multi-family buildings (3+ units) and small businesses are eligible to apply.

Visit [www.santamonica.gov/topic-explainers/electric-vehicles](http://www.santamonica.gov/topic-explainers/electric-vehicles) for more information and resources to help make the transition to electric.

### Summary & Conclusions

MSRC funding was helpful in offsetting the equipment costs for City EV charging projects. Unfortunately, due to the various problems listed above, we were unable to take advantage of the majority of the MSRC funding allocation within the project timeframe, but the funding helped catalyze many projects that will hopefully be completed within the next few years. EV adoption is increasingly steadily in Santa Monica and beyond, and the stations have provided much needed charging access in various neighborhoods and City facilities.

As shown above, the EV chargers funded by the MSRC program have offset the equivalent emissions from driving a gas-powered vehicle for nearly 200,000 miles, and the savings will continue to rise each year as more gas vehicles are replaced by EVs.

My recommendation would be to accommodate flexibility in how the funding can be used after the project begins. As evident by this report, the project needs and timelines can change substantially due to factor outside the project owner's control. If we were able to shift the remaining funding allocation to be used for design and construction of the EV chargers, we would have been able to use the full funding allocation within the timeframe.

Thank you for supporting transportation electrification in Santa Monica.

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