

CITY OF MOSIER

small enough to make a difference

COUNCIL MEETING
July 17, 2019 at 6:30 P.M.

Mosier Senior Center, 500 Second Ave, Mosier, OR 97040

AGENDA

I	6:30 pm	City Council Meeting Call to Order – Mayor Burns	05 mins
II	6:35 pm	Agenda corrections or additions	05 mins
III	6:40 pm	Public Comment - This is for Mosier residents and anyone else to express concerns, needs, or opportunities. Please keep your comments succinct and under two minutes. You may bring in written materials for Committee and Staff to review. The Facilitator can assign the issue to a future Committee meeting, or to an appropriate Committee or staff member. Please realize that we cannot always offer a response immediately but will give the matter due consideration. We encourage the participation of all stakeholders in our community.	10 mins
IV	6:50 pm	Approval of: 06/19/2019 - City Council Meeting Minutes	5 mins
V		BUSINESS	
1.	6:55 pm	Pacific Power EV Charging Feasibility Results and Upcoming Grant Application – Mayor Burns, Colleen	30 mins
2.	7:25 pm	Pacific Power Emergency Plan - Update - Witt	15 mins
3.	7:35 pm	City-wide Crosswalk Painting Plans – Colleen Coleman	10 mins
4.	7:45 pm	Logging Transport – Noise and Frequency – Colleen Coleman	10 mins
5.	7:55 pm	Annual Consumer Water Report – Colleen Coleman	10 mins
6.	8:05 pm	Hawaii Climate Mayor’s Conference – Mayor Burns (see link below)	10 mins
7.	8:15 pm	Mosier Center JUF Update – Colleen	10 mins
8.	8:25 pm	Art Plaque Replacement - Emily	5 mins
8.	8:30 pm	Announcements	5 mins
VI	8:35 pm	ADJOURN	

Wednesday, June 19, 2019
Mosier Valley Senior Center

6:30 Mayor Burns call to order

Attendance: Acasia Berry, Peny Wallace, Ann Van Osdol, Witt Anderson
Absent (excused): Emily Reed, Lacy Gries

Staff: Colleen Coleman City Manager, Jayme Bennett City Recorder

Commissioner Scott Hege, Rhonda Starling and Mark Cherniack of Main Street Mosier

Budget Hearing and Adoption: public comment: none

Motion to adopt: Acasia Berry, Second: Ann Van Osdol, all in favor: 6:45

City Council Meeting: Agenda additions or corrections?

Main Street Mosier representatives request time to review details of upcoming event and coordination with City Councilors/staff for logistics and additional volunteer availability.

Approval of May 1, 2019 meeting minutes:

Motion: Ann Van Osdol, Second: Witt Anderson, all in, approved 7:00

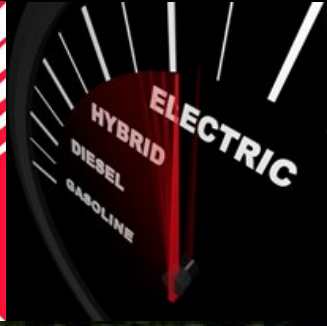
Business:

- I. Contract approval for the Joint Use Facility (Mosier Center) to 30% schematic
Motion: Peny Wallace, Second: Witt Anderson, all in 19:06 (that's for Witt)
- II. Witt Anderson gives overview of his attendance at the wild land fire/ Public Utilities Commission (PUC) informational presentation, covering new initiatives for electrical grid monitoring, vegetation management, and shut off options for early intervention on higher level risk areas (already identified) and how they intersect with critical facilities.
- III. Franchise Renewal Updates given by Colleen Coleman, annual review of in place and potential agreements.
- IV. Mayor Burns updates City Council on her recent Climate Mayors Conference and additional efforts and volunteer participation inclusive of a 24 hour trip to Hawaii and the Governor's Climate event the following day

V. Announcements

VI. Adjourn: 7:55

Project Report



Project Number: OR190004
Property/Company Name: City of Mosier
**Address: 1st Ave/Hwy 30 between Mosier
Creek & Fruit Growers**
July 9, 2019





Disclaimer

The intent of this report is to provide an estimate of costs associated with recommended electric vehicle charging infrastructure. This report is not intended to serve as an engineering design document. Detailed design efforts may be required in order to implement the recommended charging infrastructure. While the recommendations in this report have been reviewed for technical accuracy and are believed to be reasonably accurate, the findings are estimates only and actual results may vary. As a result, neither Pacific Power nor the report's author(s) shall be liable if estimated costs differ from actual costs. All cost estimates in this report are for informational purposes only and are not to be construed as design documents or as guarantees. Customer shall independently evaluate any advice or direction provided in this report. Any system or service upgrades must go through the full utility estimation process. In no event will Pacific Power or the report's author(s) be liable for any incidental or consequential damages of any kind in connection with this report, with the installation of recommended infrastructure, or with the operation of customer's facilities.

This report may contain confidential electric usage data. Electric usage data is provided to inform customers of estimated increased electricity usage associated with the proposed EVSE installation. Usage data may be used by Pacific Power to forecast increased usage due to EVSE adoption.



Technical Assistance Report

Report Date: July 9, 2019

Site Walk Date: June 6, 2019

Project Number: OR190004

Site/Company Name: City of Mosier

Customer Contact Name: Arlene Burns

EVSE Project Summary

The project site is in an existing vacant lot in the City of Mosier situated north of Oregon State Highway 30 west of the intersection with Idaho Street. The project includes the installation of three direct current fast chargers (DCFCs) in an existing gravel parking lot to be made available for public use. The proximity of the site to Interstate 84 would allow the site to serve EV drivers traveling longer distances in addition to local EV drivers. Future sustainability initiatives include plans to install a net zero building adjacent to the chargers that will house City hall, the Fire Department and a Community Center.

Electricity Utilization Assessment

The City of Mosier is currently billed on a Schedule 23 rate. The proposed project requires a new line extension with a pad mounted transformer. A commercial rate will need to be selected with Pacific Power when the new service is extended. Each charging port is initially estimated to be utilized up to six hours a day, which equates to 27,000 kWh a month. With a nonresidential line extension, Pacific Power grants an extension allowance equal to the estimated annual revenue which the applicant is expected to pay the utility in a year of normal operations under cost-based service. For the proposed project, with the forecasted charger usage of 27,000 kWh a month, it is estimated that the allowance credit exceeds the Pacific Power service upgrade costs. Actual energy usage will determine monthly billing. The monthly billing is the greater of the monthly bill or 80 percent of the monthly bill plus the Facility Charges. Facility Charges are determined by Pacific Power at the time of the new line extension service request and are 1.4 percent of the total Pacific Power service upgrade costs.

This project will require the selection of networked EVSE models in order to facilitate payment by the vehicle owners while allowing the site owner to design charger usage rates that adequately cover electricity costs, while encouraging drivers to charge during off-peak periods. The City is also considering building a solar canopy over the charger stalls to offset the charger electrical usage, and potentially battery storage, as a source of backup power in the event of an emergency.

Electrical Equipment Assessment

DCFCs require a connection to a 480V power source and must be networked to allow for individual drivers to pay for the charger usage. To accommodate the three new DCFCs a new 480V 150 kVA transformer is needed, which must be coordinated and requested to Pacific Power. After the new 480V transformer, a new meter panel and distribution panel (can be purchased as a combined unit) is required for metering and controlling the charger load.

Site Design Assessment



The DCFCs are planned for placement at an existing trailhead undeveloped parking lot. There is adequate space for three parking stalls, and it is advised that a 5-foot-wide striped ADA path of travel connect the stalls to the future building complex. Trenching is required from the power pole to the transformer, panel and chargers. A building department permit will likely be required from the city to build the proposed project.

Site Walk Applicant Engagement

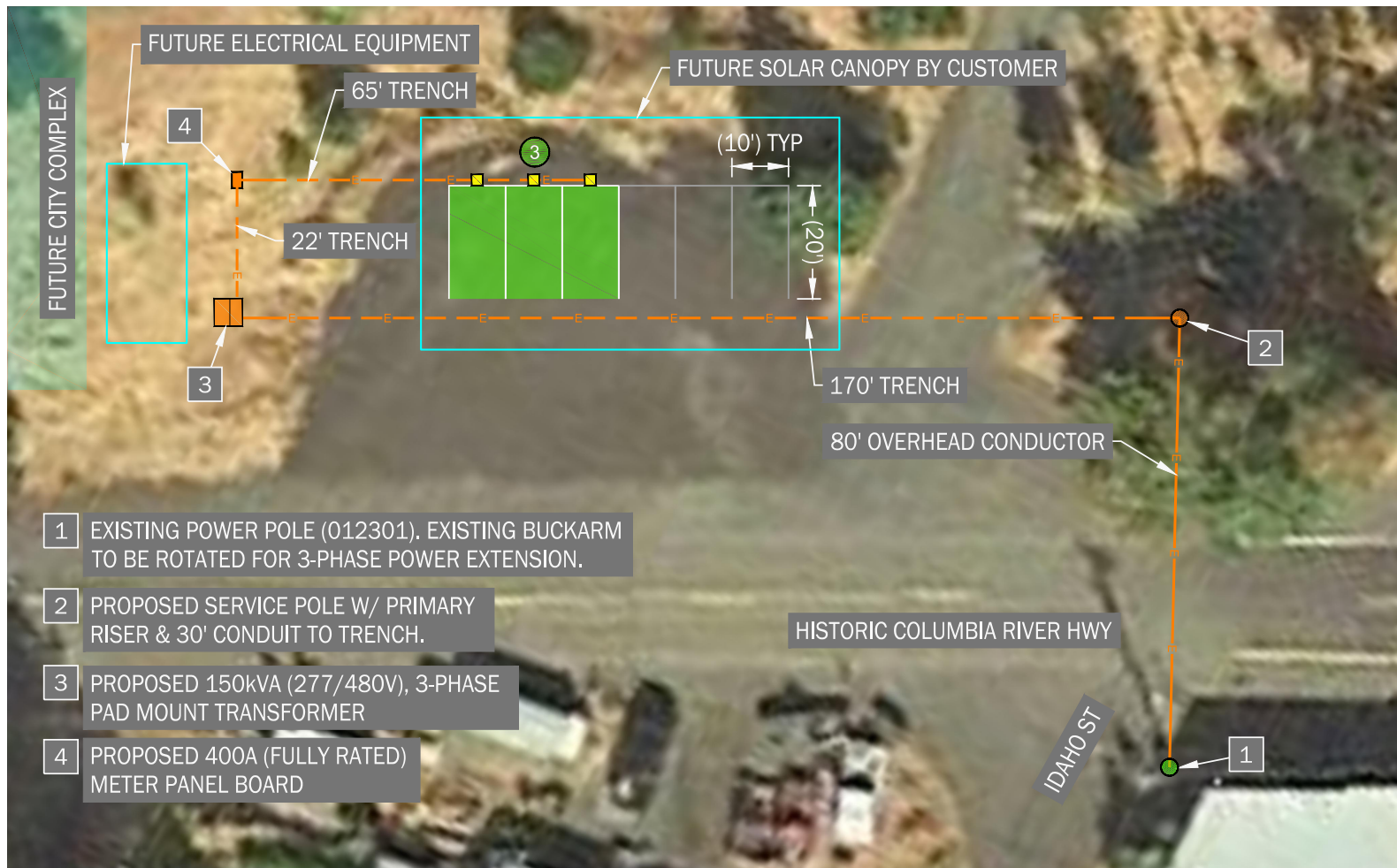
A site walk was completed for this project on June 6, 2019. The project design considerations were discussed with representatives of the project applicant.

Attachments

1. Preliminary site layout plan
2. Project installation cost estimate (preliminary budget estimate)

PRELIMINARY DESIGN

SCALE: 1" = 30'



- 1 EXISTING POWER POLE (012301). EXISTING BUCKARM TO BE ROTATED FOR 3-PHASE POWER EXTENSION.
- 2 PROPOSED SERVICE POLE W/ PRIMARY RISER & 30' CONDUIT TO TRENCH.
- 3 PROPOSED 150kVA (277/480V), 3-PHASE PAD MOUNT TRANSFORMER
- 4 PROPOSED 400A (FULLY RATED) METER PANEL BOARD

PROJECT SUMMARY

THE PROJECT INCLUDES THE LOCATION OF ONE (1) EV STALL GROUPING AREA CONSISTING OF (3) STANDARD STALLS. THE STALLS ARE LOCATED IN THE NORTH SIDE OF HISTORIC COLUMBIA RIVER HWY. THE EV STALLS WILL BE SERVICED FROM A PROPOSED PAD MOUNT TRANSFORMER AS DETAILED IN SITE LAYOUT HEREIN.

1. TOTAL PROPOSED EV STALLS = 3
 - A. STANDARD STALL = 3
2. TOTAL EV CHARGING STATIONS = 3
 - A. SINGLE PORT (PEDESTAL MOUNT) = 3
3. ELECTRICAL EQUIPMENT TO BE INSTALLED:
 - A. INSTALL 150 kVA (277/480V), 3-PHASE PAD MOUNT TRANSFORMER.
 - B. INSTALL 400A (FULLY RATED), METER PANEL BOARD.
4. TOTAL LENGTH OF TRENCH / CONDUIT
 - A. LENGTH OF BELOW GRADE CONDUIT TO THE METER (TtM)= 192 FT
 - B. LENGTH OF BELOW GRADE CONDUIT BEHIND THE METER (BtM)= 65 FT
 - C. LENGTH OF TRENCH TO THE METER (TtM)= 192 FT
 - D. LENGTH OF TRENCH BEHIND THE METER (BtM)= 65 FT
 - E. LENGTH OF ABOVE GRADE CONDUIT TO THE METER (TtM)= 110 FT
5. SITE WORK IMPACTS INCLUDE:
 - A. REMOVAL & REPLACEMENT OF EXISTING CURB, PAVEMENT & LANDSCAPE.
 - B. IMPACTS TO EXISTING UTILITIES TO BE VERIFIED DURING FINAL ENGINEERING.
 - C. CONFIRMATION THAT EXISTING POLE MEETS ALL CODE REQUIREMENTS TO BE VERIFIED.

LEGEND

- EV STANDARD PARKING STALL
- CHARGEPOINT CPE200 SINGLE PORT CHARGER (USED FOR CHARGER CALCULATION PURPOSES)
- PROPOSED ELECTRICAL CONDUIT & TRENCH LINE
- EXISTING POLE
- PROPOSED TRANSFORMER
- PROPOSED METER PANEL BOARD

SITE CONSTRAINTS

SITE CONSTRAINTS DURING CONSTRUCTION INCLUDE:

1. VEHICLE TRAFFIC WILL BE INTERMITTENTLY CONSTRAINED DURING INSTALLATION OF CONDUIT.
2. ACCESS TO PARKING STALLS ALONG CONDUIT LINE TO BE INTERMITTENTLY INACCESSIBLE DURING CONSTRUCTION.



Preliminary Budget Estimate

Project Name: OR190004: City of Mosier
Project Address: 1st Ave and Highway 30
Mosier, OR, 97040

Project Summary

No. of EVSE Ports 3
No. of ADA Stalls 0

Preliminary Cost Summary

Item No.	Item Description	Total
1.00	Pacific Power Service Upgrades	\$ - *
2.00	EVSE Design and Permitting	\$ 13,040.00
3.00	EVSE Construction	\$ 23,686.19
4.00	EVSE Equipment	\$ 148,140.00
	EVSE Contingency	\$ 18,486.62

Preliminary Cost Estimate Total \$ 203,353

EVSE Cost per Port \$ 67,784.27

The purpose of this preliminary budget estimate is to provide a forecast of the anticipated construction costs based on the scope of work outlined in the preliminary design and is not based on construction documents which are required to obtain actual pricing. This document is provided as tool for planning purposes. Final construction costs may vary from the costs presented in this document.

* No upfront costs required based on estimated extension allowance

City of Mosier Staff Report

- Asking Council for approval of staff time (~40 hrs) to prepare and submit grant



Electric Vehicle Charging Grant Application

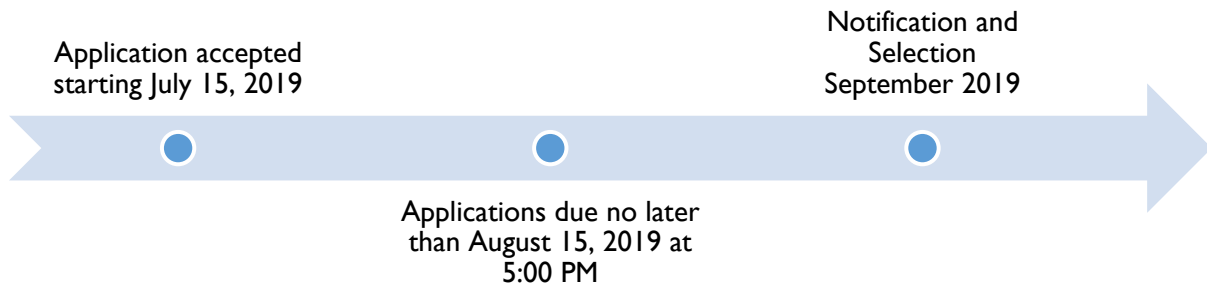
Application Checklist

1. Verify Eligibility
2. Collect bids and project information to support project scope
3. Complete Application and assemble Supplemental Documentation
4. Submit Application Package

Applications are due by **August 15, 2019 at 5pm PST**. Complete applications should be sent to plugin@pacificpower.net. Please submit the completed application and supplemental documentation as a single Microsoft Word document or PDF file. The signed certification page may be submitted as a separate PDF file or image file.

The timeline for the current funding cycle is provided in Table I below.

Table I. Electric Vehicle Charging Grant Timeline



Grant recipients will have one calendar year to complete projects from the date of award. Projects will be reimbursed up to award amount for documented eligible expenses.

Requirements and Eligibility

To be considered, applicants must:

- Submit a completed application along with supplementary documentation by the quarterly deadline.
- Agree to transfer any Oregon Clean Fuel Program Credits derived from grant funded EVSE to Pacific Power (Oregon Only).
- Provide interval charging data to Pacific Power on a monthly basis for the life of the project.
- Install permanent, Pacific Power approved signage to increase awareness and understanding of the benefits and opportunities for transportation electrification, the

Electric Vehicle Charging Grant, and other available Pacific Power transportation electrification resources.

- Participate in program evaluation activities, such as surveys and questionnaires.

Application Evaluation

Pacific Power will use an independent, third-party grant manager to review and score projects based on established criteria outlined in Table 2 below

Table 2. Applicant Evaluation Criteria

Criteria	Measures
Project Feasibility/ Utilization	<ul style="list-style-type: none"> • Readiness of the project team and reasonableness of the project plan and timeline. • Feasibility study results, including compliance with national, state, and local safety and accessibility requirements. • Expectation that the EVSE will be sufficiently used, based on an assessment of applicant-provided utilization projections (e.g. community needs assessment data, electric vehicle ownership data, survey data). • Project life (as reported by the applicant) and robustness of the ongoing operations and maintenance plan. • Plan to address interoperability with driver technologies and Pacific Power’s system (e.g. capabilities to interact with AMI when installed). • Expected driver payment pricing model, if applicable.
Use of Funds	<ul style="list-style-type: none"> • Customer and Company financial commitment and leveraging of funds from other sources. • Alignment of project costs with industry standards. • Reasonableness of the proposed budget (i.e., risk of exceeding budget). • How project is designed to avoid risk of stranded investments. • Applicant and project need for funding support.
Innovation	<ul style="list-style-type: none"> • Incorporation of emerging technologies, such as renewable generation, energy storage, or direct load control. • Creative project design, partnerships, and utilization of resources, particularly in serving underserved populations.
Data availability	<ul style="list-style-type: none"> • Type(s) of data available through the project (e.g., interval energy consumption, average session duration, station usage by time of day, number of unique drivers, etc.). • Plan to collect and analyze data. • Mechanism(s) to share data with Pacific Power. • Ability to incorporate potential future electric grid services (e.g., demand response, vehicle-to-grid integration).
Educational Benefits	<ul style="list-style-type: none"> • Physical and community visibility. • Education plan and awareness building opportunities.

	<ul style="list-style-type: none"> Exposure in communities currently underserved by EVSE, such as multi-family, low-income and remote areas of the state.
Environmental benefits	<ul style="list-style-type: none"> Proximity to areas with known air quality issues. Alignment with the applicant’s broader environmental mission or goals.
Community benefits	<ul style="list-style-type: none"> Benefits provided to underserved populations. Impact of the applicant on the community. Use of local labor and/or materials. Accessibility to the public.

Oregon

In Oregon seventy-five percent of funds in each cycle will be made available for projects evaluated based on the criteria in Table 2.

The remaining twenty-five percent of available funds in each grant cycle will be earmarked for projects focused on workplace charging and/or fleet vehicle electrification. The evaluation criteria for these projects will be the same as those presented in Table 2, with the following exceptions:

- Educational Benefits will not be considered in application evaluation
- Environmental Benefits will not be considered in application evaluation
- Community Benefits will not be considered in application evaluation

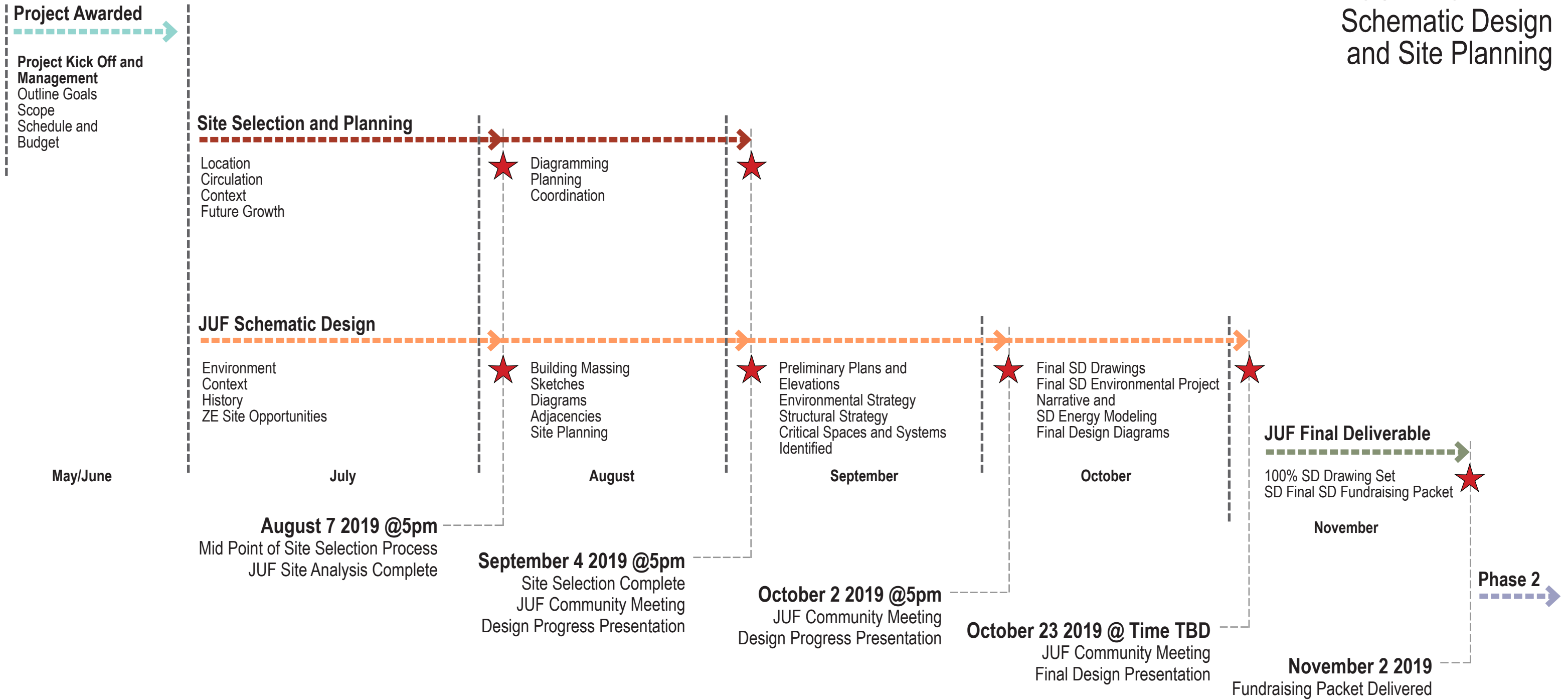
Project Examples

Table 3. Project Examples

Applicant	Project Description
<i>Transit Agency</i>	Transit agencies may apply for grants to fund infrastructure required to fuel electric buses in support of their electrification strategies.
<i>Businesses (Small/ medium/ large)</i>	Businesses of all sizes might use grant funding to install EVSE and provide charging as an amenity to customers, employees and the community. Applicants may investigate load management strategies to minimize distribution equipment upgrade and associated demand charges.
<i>Non-profit</i>	A non-profit organization might use grant funding to install EVSE for electric fleet vehicles and employee/client/community use.
<i>Multiunit Family Housing Complex</i>	A multi-unit property owner might use grant funding to install EVSE for tenant use, either in support of tenant-owned electric cars or in conjunction with offering electric cars for tenant use.
<i>Fleet electrification</i>	Organizations electrifying their fleet who might install EVSE to refuel their electric vehicles.

<i>Community Car Share</i>	Projects modeled after Hacienda CDC's community car sharing pilot that improve access to electric cars in underserved communities.
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MOSIER CENTER Schematic Design and Site Planning



Joint Use Facility: Schedule