

**SUMMARY and FISCAL NOTE\***

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
City Light	Jeffrey Wolf	Greg Shiring

*\* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

**1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to the City Light Department; authorizing the Department to lease real property to and from private parties for the purpose of installing and operating electric vehicle charging stations and supporting infrastructure; amending Section 21.49.130 of the Seattle Municipal Code; and ratifying and confirming certain prior acts.

**Summary and Background of the Legislation:** This ordinance authorizes City Light to lease Department owned property to third parties and to lease property from third parties for the purpose of installing and operating electric vehicle (EV) charging stations. The Department anticipates that under this authority it will install at least 10 to 20 projects over the next two years with more to follow.

**2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?**      \_\_\_ Yes  X  No

**3. SUMMARY OF FINANCIAL IMPLICATIONS**

**Does this legislation amend the Adopted Budget?**      \_\_\_ Yes  X  No

**Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?**

There is a revenue component. To the extent City Light owns the EV charging stations on leased property, City Light is first in line to receive Clean Fuel credits under the State’s Clean Fuel Program. These credits may be sold to reinvest in transportation electrification and grid modernization projects and programs. Thirty percent of credit revenue from the program must be spent on transportation electrification projects within overburdened communities.

The cost of any leases will be paid from existing resources. These costs are anticipated to be offset by user fees and external funding.

### **Are there financial costs or other impacts of *not* implementing the legislation?**

Electric vehicle ownership is quickly growing, particularly in Seattle. By 2030, two-thirds of new car sales must be zero-emission in Washington State.

Without the authority to lease property, some sites that would be ideal for EV charging may not be developed for this purpose and the City may not be prepared to meet future demand, particularly in overburdened communities and/or locations overlooked by the private sector. The Department will lose out on Clean Fuel Credits and revenue from the EV charging stations.

Lastly, the City will have fewer options to install charging for medium and heavy-duty vehicles, which are the largest source of harmful tailpipe emissions that impact local air quality and public health where overburdened communities live, learn, work and play.

## **4. OTHER IMPLICATIONS**

- a. **Does this legislation affect any departments besides the originating department?** No.
- b. **Is a public hearing required for this legislation?** No.
- c. **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?** No.
- d. **Does this legislation affect a piece of property?** Yes. It seeks authority to lease City Light owned property and property owned by third parties to site EV charging stations.
- e. **Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

This ordinance will enable City Light to site EV charging stations in overburdened communities that might not otherwise have access to nearby charging stations if site selection was dependent upon the private sector and market forces only.

Transportation is the largest source of air pollution in Seattle. By expanding City Light's ability to site EV charging stations, the City can ensure electrified transportation benefits to its citizens living in environmental justice and overburdened communities exposed to disproportionately greater levels of air pollution.

**f. Climate Change Implications**

**1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**

This ordinance is consistent with City Light's Transportation Electrification Strategic Investment Plan and the City's Transportation Electrification Blueprint to reduce greenhouse gas emissions city-wide attributable to transportation. Installing EV charging stations is a critical component of meeting the City's goal that 90% of personal trips be zero emission by 2030.

**2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

Making chargers available to citizens without access to home charging systems will encourage the use of electric vehicles and is consistent with the City's greenhouse gas emission reduction goals.

Transportation emissions are the largest source of greenhouse gases in Seattle. This Ordinance increases Seattle's resiliency to climate change by reducing greenhouse gas emissions, as well as harmful tailpipe pollution. City Light's clean energy further improves air quality and climate impacts, particularly in overburdened communities where the most vulnerable populations experience disproportionately greater levels of air pollution.

**g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?**

The siting of EV charging stations in parking lots and garages is one part of a larger program to increase EV charging accessibility across the City. This ordinance goes hand in hand with existing and planned programs for transit, publicly available, multi-family, and fleet EV charging. Under the plan, EV charging stations will be sited in locations that are convenient for drivers such as at grocery stores or other businesses.