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Title: RESOLUTION AUTHORIZING AN AGREEMENT WITH REVENUE SHARING FOR CHARGING STATION SERVICES WITH BLINK CHARGING CO (DBA BLINK NETWORK LLC), AN ARIZONA LIMITED LIABILITY CORPORATION, BEGINNING ON OCTOBER 6, 2020 AND TERMINATING ON DECEMBER 5, 2025, FOR SEVEN ELECTRIC VEHICLE CHARGING STATIONS LOCATED AT 200 MARINA PARKWAY, SAN DIEGO CALIFORNIA 92101, RESULTING IN NO NET COST TO THE DISTRICT

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Attachments: 1. 12. 2020-0343 Attachment A, 2. 12. 2020-0343 Attachment B, 3. 12. 2020-0343 Draft Resolution

Date	Ver.	Action By	Action	Result
10/6/2020	1	Board of Port Commissioners	adopted	

DATE: October 6, 2020

SUBJECT:

RESOLUTION AUTHORIZING AN AGREEMENT WITH REVENUE SHARING FOR CHARGING STATION SERVICES WITH BLINK CHARGING CO (DBA BLINK NETWORK LLC), AN ARIZONA LIMITED LIABILITY CORPORATION, BEGINNING ON OCTOBER 6, 2020 AND TERMINATING ON DECEMBER 5, 2025, FOR SEVEN ELECTRIC VEHICLE CHARGING STATIONS LOCATED AT 200 MARINA PARKWAY, SAN DIEGO CALIFORNIA 92101, RESULTING IN NO NET COST TO THE DISTRICT

EXECUTIVE SUMMARY:

District staff recommends authorizing an agreement for charging station services with Blink Charging Co., DBA Blink Network LLC (Blink), pursuant to which Blink would install, own and operate at its sole cost and expense seven (7) electric vehicle (EV) charging stations in the District owned parking lot adjacent to Embarcadero Marina Park South, located at 200 Marina Parkway, San Diego California 92101 (Attachment A). Blink will provide electric vehicle charging services for a term of five (5) years with District options for up to two (2) one-year renewals. Under the agreement, Blink would install, own and operate the charging infrastructure at no cost to the District. Revenue from the EV charging stations will cover electricity and service fees, and Blink will share net revenues with the District at 50%. Total value of the installation and operation is estimated at \$30,000.

EV charging station installations on Tidelands is in line with the Port's Climate Action Plan goals, in particular Transportation and Land Use, Alternative Powered Vehicles (TA 2): Support and promote non-Port owned vehicles and vessels to achieve the lowest emissions possible, using a mix of

alternative fueled, electric or hybrid technology.

RECOMMENDATION:

Adopt a Resolution authorizing an agreement with revenue sharing for charging station services with Blink Charging Co (DBA Blink Network LLC), an Arizona Limited Liability Corporation, beginning on October 6, 2020 and terminating on December 5, 2025, for seven electric vehicle charging stations located at 200 Marina Parkway, San Diego California 92101, resulting in no net cost to the District.

FISCAL IMPACT:

There is no net fiscal impact to the District. Associated fees will be reimbursed through revenue.

COMPASS STRATEGIC GOALS:

This agenda item supports the following Strategic Goal(s).

- A vibrant waterfront destination where residents and visitors converge.
- A Port with a healthy and sustainable bay and its environment.

The addition of public charging infrastructure on tidelands directly supports the Port's Climate Action Plan goals, and provides a valuable amenity to the public, enhancing their waterfront experience.

DISCUSSION:

Upon execution of the agreement, Blink will install, own and operate seven (7) Blink IQ 200 charging stations, which the District would host for five years subject to early termination rights as a demonstration of the technology. The District has a previous agreement with Blink for earlier generation chargers installed in five other locations throughout the District and is continuing month to month. In order to understand the best options for a replacement technology, the District is working with Blink to demonstrate seven (7) of Blink's latest model charging stations at no net cost to the District.

Blink will bear the cost of ownership and operation. The District would make the initial payment of electricity costs and service fees which will be reimbursed by Blink on the 15th of each month through direct deposit. Pursuant to the proposed agreement, service fees will be deducted from gross revenues and the District will incur no loss month to month. Net revenues (after expenses) will be shared at 50% between Blink and the District.

The state of California has set targets for facilitating electric vehicle adoption at 5 million EVs and 250,000 EV charging stations by 2030. California Title 24 part 11 chapter 5 has driven the need for electric vehicle charging readiness at newly constructed sites, and the California Electric Vehicle Incentive Program (CALeVIP) has made rebate funding available for electric vehicle service providers and site owners to install charging infrastructure. Installation of the charging stations will facilitate greater public access to electric vehicle charging and allow District staff to further study EV charging behavior and calculate emissions reduction estimates and electricity usage from future installations through data sharing and quarterly review with Blink.

Demonstrations like this one will help staff to plan for future EV charging infrastructure buildouts as

the need grows.

General Counsel's Comments:

The Office of the General Counsel reviewed this agenda and approved the proposed agreement as to form and legality.

Environmental Review:

The proposed Board action, including without limitation, a resolution authorizing an Agreement for charging station services with Blink Charging Co (DBA Blink Network LLC) was adequately covered in the Final Environmental Impact Report (FEIR) for the Bayside Performance Park Enhancement Project and Port Master Plan Amendment San Diego, California (UPD #EIR-2016-176; SCH# 2016121003; Clerk Document No. 67698), prepared and certified by the District on January 9, 2018 (Resolution No. 2018-019). The proposed project is not a separate "project" for CEQA purposes but is a subsequent discretionary approval related to a previously approved project. (CEQA Guidelines § 15378(c); *Van de Kamps Coalition v. Board of Trustees of Los Angeles Comm. College Dist.* (2012) 206 Cal.App.4th 1036.) Additionally, pursuant to CEQA Guidelines Sections 15162 and 15163, and based on the review of the entire record, including without limitation, the FEIR, the District finds and recommends that the proposed Board action does not require further environmental review as: 1) no substantial changes are proposed to the project and no substantial changes have occurred that require major revisions to the FEIR due to the involvement of new significant environmental effects or an increase in severity of previously identified significant effects; and 2) no new information of substantial importance has come to light that (a) shows the Project will have one or more significant effects not discussed in the FEIR, (b) identifies significant impacts would not be more severe than those analyzed in the FEIR, (c) shows that mitigation measures or alternatives are now feasible that were identified as infeasible and those mitigation measures or alternatives would reduce significant impacts, and (d) no changes to mitigation measures or alternatives have been identified or are required. Because none of these factors have been triggered, the District has the discretion to require no further analysis or environmental documentation (CEQA Guidelines §15162(b)). Pursuant to CEQA Guidelines §15162(b), the District finds and recommends that no further analysis or environmental documentation is necessary. Accordingly, the proposed Board action is merely a step in furtherance of the original project for which environmental review was performed and no supplemental or subsequent CEQA has been triggered, and no further environmental review is required.

The proposed Board action complies with Sections 21, 35, and 87 of the Port Act, which allow the Board to pass resolutions and to do all acts necessary and convenient for the exercise of its powers, and which authorizes the use of Tidelands for all commercial and industrial uses and purposes, and the construction, reconstruction, repair, and maintenance of commercial and industrial buildings, plants, and facilities. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed Board action is consistent with the Public Trust Doctrine.

The proposed Board action was covered in the CDP for Bayside Performance Park Enhancement Project (CDP-2019-05; Clerk Document No. 70351) approved by the District on December 11, 2018 (Resolution No. 2018-180). The proposed Board action is consistent with the project in that CDP. No

additional action under the California Coastal Act is required at this time.

Equal Opportunity Program:

Not applicable.

PREPARED BY:

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Attachment(s):

Attachment A: Agreement with Blink for Charging Station Services
Attachment B: Instruction Manual Blink IQ 200 Level 2 AC EVSE