



## AGENDA ITEM SUMMARY

City Council

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### STAFF

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Tracy Ochsner, Operation Services Director  
Erik Martin, Financial Analyst  
Ingrid Decker, Legal

### SUBJECT

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**Items Related to the Implementation of a Strengthening Mobility and Revolutionizing Transportation (SMART) Grid Electric Vehicle Charge Management Solution.**

### EXECUTIVE SUMMARY

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A. Resolution 2023-077 Authorizing the Execution of an Intergovernmental Agreement Between the City of Fort Collins and the U.S. Department of Transportation for Implementation of a SMART Grid Electric Vehicle Charge Management Solution.

B. First Reading of Ordinance No. 111, 2023, Making a Supplemental Appropriation of Grant Funds from the U.S. Department of Transportation SMART Grants Program in Support of the City of Fort Collins Electric Vehicle Fleet.

The City successfully applied for \$1,059,037 under the U.S. Department of Transportation (USDOT) SMART Grants Program to support implementing a SMART Grid Electric Vehicle (EV) charge management solution to control usage of City owned EV chargers to reduce energy consumption (the SMART Grid Project).

The purpose of this item is to support this project by:

- Authorizing the Mayor to execute an Intergovernmental Agreement (IGA) with the USDOT for implementing the SMART Grid Project; and
  - Appropriating \$1,059,037 of unanticipated grant revenue from USDOT.
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### STAFF RECOMMENDATION

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Staff recommends adoption of the Resolution and adoption of the Ordinance on First Reading.

### BACKGROUND / DISCUSSION

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The City approved the EV Readiness Roadmap in 2018 and the 2019 Municipal Sustainability and Adaptation Plan, which both list building out the City's EV charging infrastructure as a critical components to achieve climate goals. The number of City owned EVs and EV chargers will increase in the coming years to address these goals. The City of Fort Collins currently owns and operates 60+ EV chargers and 40+ EVs, but currently lacks a way to centrally control, track and manage usage. Without central control, a

mismatch between electricity demanded through the EV chargers and the current grid constraints can cause higher than optimal energy costs. If the City were able to centrally control the usage of these EV chargers, electricity could be turned off during peak energy events and reduce the energy consumption of the City at the most expensive times. By shifting the time of day in which EVs are charged, this supports the City saving money and helps the City's electric utility manage its energy supply and demands.

Phase 1 of the SMART Grant supports creating a municipal fleet electrification standard framework and studying potential cost savings to deploy a charging management solution across the City's EV chargers.

In Phase 2, a charge management solution will be deployed to all City owned charging locations to align with the framework established in Phase 1. This will be primarily a software deployment but may include some hardware modifications to enable the existing infrastructure to connect to the new system.

This grant was applied for in late 2022 through a multi-department application coming from Operations Services, Transport, Utilities and the Office of Equity and Inclusion. The award is based on total project costs of \$1,059,037, with 100% provided by USDOT. As presented in the Grant Agreement (attached as Exhibit A to the Resolution), the SMART Grid Project is an 18-month project, commencing on September 15, 2023.

### **CITY FINANCIAL IMPACTS**

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This item appropriates \$1,059,037 in project costs for Fort Collins Operations Services to establish an electric vehicle charging management solution distribution from unanticipated grant revenue in the General Fund from USDOT.

This grant from the USDOT is a reimbursement type grant, meaning General Fund expenses will be reimbursed up to \$1,059,037, and does not require a City match.

### **BOARD / COMMISSION / COMMITTEE RECOMMENDATION**

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Not applicable.

### **PUBLIC OUTREACH**

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Not applicable.

### **ATTACHMENTS**

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1. Resolution for Consideration
2. Exhibit A to Resolution
3. Ordinance for Consideration