






Memorandum

TO: Kevin J. Jackson, Village Manager 
FROM: Ahmad M. Zayyad, Deputy Village Manager / Interim Director of Development 
Customer Services
Sean Keane, Parking & Mobility Services Manager 
FOR: Village President and Board of Trustees
DATE: September 26, 2023
SUBJECT: Staff Response to Questions Regarding Parking Fund CIP Projects

Background

At its September 11, 2023 meeting, the Finance Committee of the Village Board asked staff several questions and requested additional information regarding capital improvement projects proposed to be funded in FY 24 from the Parking Enterprise Fund. The purpose of this memorandum is to respond to these questions and provide additional information for the Village Board and public's knowledge.

Electric Vehicle Charging Stations

The Village currently operates sixteen (16) electric vehicle charging stations with a total of thirty-two (32) charging ports. A summary of these stations is provided below for reference.

Station Location	Station Use Permission	# of charging ports
Lake & Forest Level 1	Public	2
Lake & Forest Level 2	Public	2
Holley Court Level 1	Public	2
Holley Court Level 3	Public	2
Holley Court Level 3	Public	2
The Avenue Level 2	Public	2
The Avenue Level 3	Public	2
The Avenue Level 4	Public	2
The Avenue Level 5	Public	2
Village Lot #10	Public	2
Village Lot #10	Public	2
Village Lot #47	Village Fleet	2
Village Lot #47	Village Fleet	2
Village Lot #47	Village Fleet	2
Village Lot #47	Public	2
Village Lot #47	Public	2
TOTAL		32

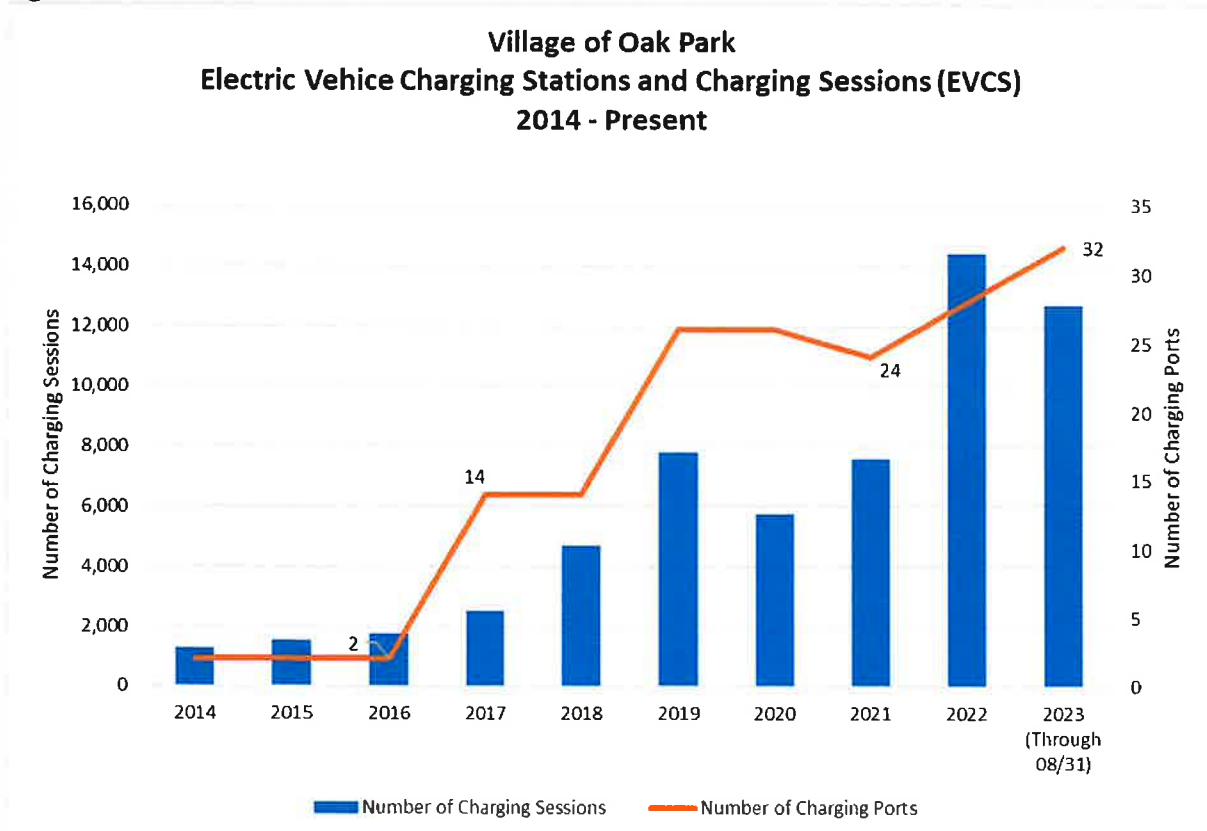
More than 25% of Oak Park's greenhouse gas emissions is due to conventional cars and trucks, making this the second largest driver of climate change in the Village. Pursuant to *Climate Ready Oak Park* (CROP) Goal TS02, the Village shall pursue incentives to increase access to EV charging stations and parking, with an emphasis on access for residents who do not own a garage. The capacity of the Village's EV charging station infrastructure network is a critical component to the achievement of this goal.

The Village submitted a grant application to the U.S. Department of Transportation’s Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. The Village’s CFI grant application proposes to purchase and install thirty (30) Level 2 dual-port electric vehicle charging stations on public property. From an equity perspective, pursuant to the CROP plan, the Village’s grant application prioritized locations in areas where private parking options are limited, primarily adjacent to or near multi-unit, renter-occupied housing. The project, once fully implemented, would expand the Village’s EV charging infrastructure by 187% by FY 2026. The Village is awaiting a formal notice of award regarding the CFI grant; however, the proposed project expenses are outlined in the FY 24 – FY 28 CIP. Specifically, the plan outlines \$102,000.00 in FY 24 for the necessary design work. Actual construction costs would be incurred in FY 25 and FY 26, at \$510,000.00 and \$518,000.00 respectively. The total project cost is therefore \$1,130,000.00, with \$904,000.00 (80%) to be reimbursed by the Federal grant, resulting in the Village’s responsibility being \$226,000.00.

Given the significance of the proposed expansion to the Village’s public EV charging infrastructure, the Finance Committee members requested detailed utilization data for the Village’s existing stations.

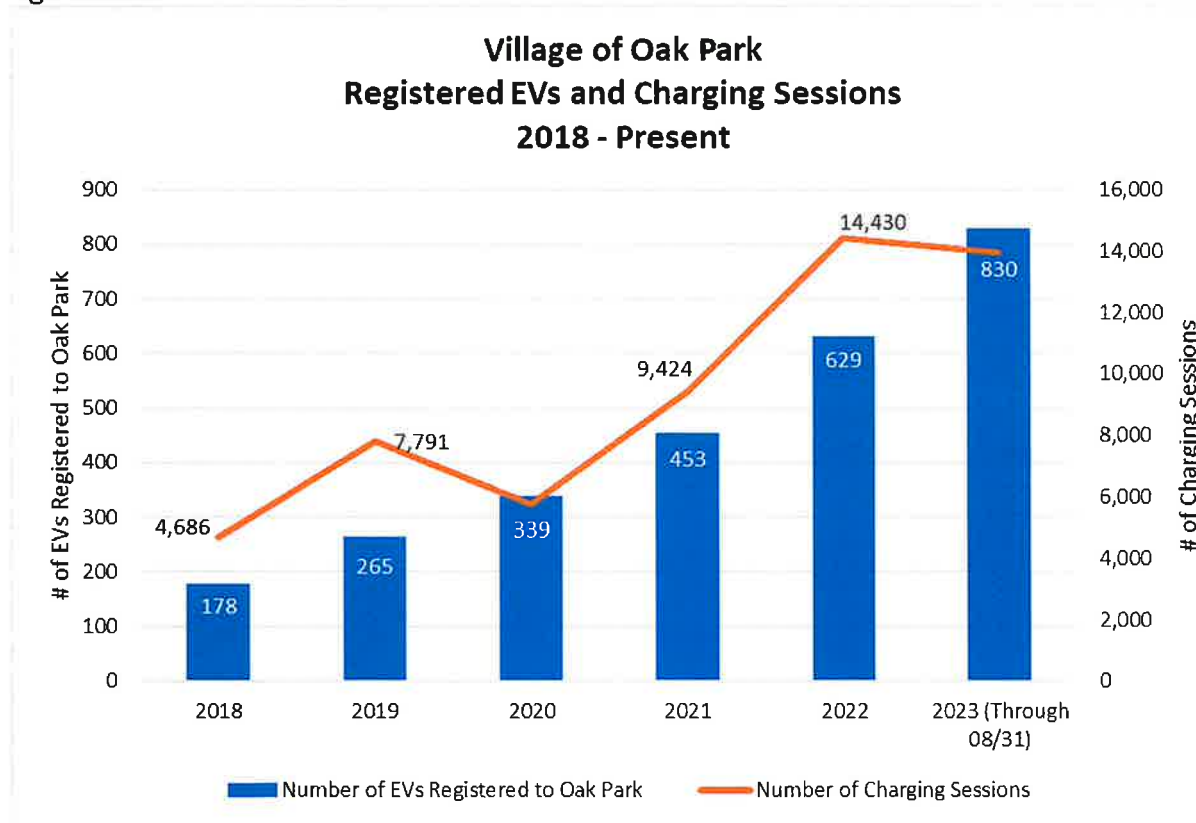
Figure 1 illustrates the number of EV charging ports in the Village’s infrastructure network and the total number of charging sessions each year from 2014 to 2023 (through August 31). While the Village’s first electric vehicle charging stations were installed in 2011, utilization data is only available beginning in 2014. Understandably, the total number of charging sessions has increased as the number of charging ports in the Village’s infrastructure network has increased. Notably, the number of charging sessions through August 31, 2023 is 40% greater than the number of sessions during the same time period in 2022.

Figure 1:



While the expansion of the Village’s EV charging station infrastructure network has positively contributed to overall number of sessions, it could also be inferred that the growth in EV ownership within the Village of Oak has contributed to this increase. *Figure 2* illustrates the number of EVs registered to the Village of Oak Park and the number of charging sessions each year from 2018 to present. 2018 is the first year that the Illinois Secretary of State began collecting EV registration data by zip code. Since 2018, EV ownership in Oak Park has increased by 366%.

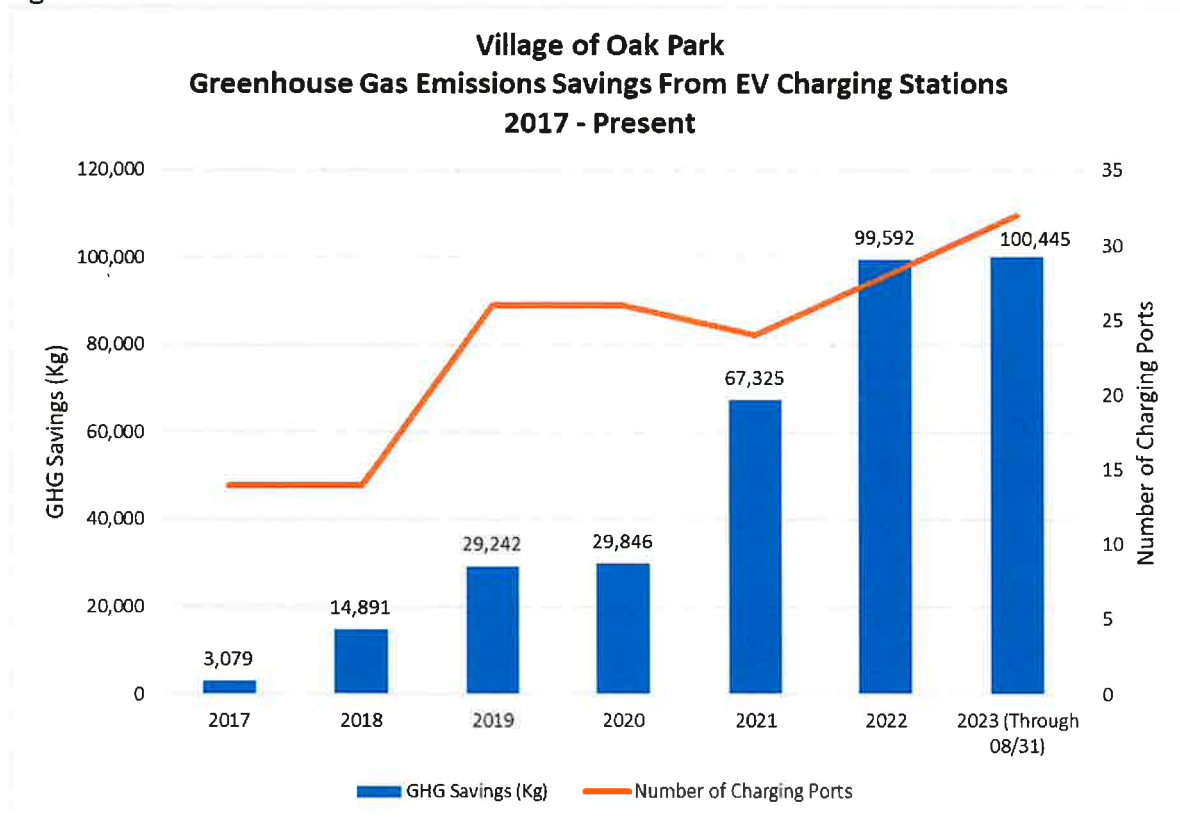
Figure 2



As part of the CROP plan established in 2022, the Village is striving to reduce greenhouse gas (GHG) emissions by 60% by 2030 and 100% by 2050, becoming a net-zero or carbon-neutral community. While there are several short- and long-term actions that can be taken to strive towards reaching the interim 2030 goal and the net-zero 2050 goal, one such action, as outlined in Goal TS02 and previously referenced, is increasing access to EV charging infrastructure, particularly for residents without private parking.

Since 2017, the Village’s EV charging station network is capable of calculating an estimated greenhouse gas emissions savings based on station utilization. This estimation is calculated using the energy from the stations and deriving the emissions caused by generating this electricity and comparing this value with the emissions that would be generated by a gas-powered vehicle going the same distance. *Figure 3* illustrates the amount of greenhouse gas emissions savings and the number of charging ports in the Village’s infrastructure network each year from 2017 to present. Since 2017, cumulative GHG savings amount to 344,420 kg. Notably, GHG savings through August 31, 2023 is 123% greater than savings during the same time period in 2022.

Figure 3



There are numerous components that can contribute to increased EV ownership in the Village of Oak Park, including some not discussed in this memorandum such as state and federal government consumer incentives as well as economic factors, including the consumer confidence index (CCI) and EV supply chain challenges. With that said, it could be hypothesized that the expansion of the Village’s EVCS infrastructure network will continue to lead to increases in EV ownership, which in turn will continue to decrease GHG emissions.

Finally, it should be noted that as the Village’s EVCS infrastructure networks grows, fixed and variable costs are expected to increase. Fixed costs include cellular connectivity/software, hardware, and planned maintenance. Variable costs include electric utility charges as well as repair and replacement costs not covered by planned maintenance or manufacturer’s warranties. Village staff is prepared to engage in a dialogue with the Village Board and provide recommendations regarding potential user fees for Village-owned EVCSs.

Parking Structure Maintenance Program

The Village has several parking structures that it needs to maintain. Holley Court, located at 1125 Ontario Street, was first built in 1984, with additions in 1986, 2005 and 2008. The Avenue, located at 720 North Boulevard, was built in 2002. OPRF H.S. community garage was built in 2003. In 2016, the Village commissioned a condition assessment of these three facilities in order to identify the existence, nature and extent of current deterioration and distress at that time and to provide conceptual repair recommendations and an opinion of probable repair costs that could be used to budget and prioritize repairs over a five-year period (2017-2021). The condition assessment included observation of readily accessible exposed structural elements of the parking garages, including floors, ceilings, beams, columns, and walls, and waterproofing elements consisting of sealants and expansion joints. Additionally, the stair towers, facades, and exposed floor drainage systems were visually reviewed. Observed distresses such as significant cracks, leaks, spalls, scaling, joint deterioration, and other similar adverse conditions were documented. Finally, the assessment included concrete sounding of representative floor area surfaces to identify any concrete delamination. From 2017 to 2021, a total of \$1,657,055.25 was expended for maintenance repairs to the three facilities pursuant to the condition assessment completed in 2016.

In 2022, the Village again commissioned a condition assessment of the three facilities, with the same objectives as the 2016 assessment. The assessment resulted in conceptual repair recommendations and an opinion of probable repair costs for 2023 - 2027. The Village awarded a contract for maintenance repairs identified for all three facilities for 2023 and 2024 for a not-to-exceed amount of \$1,596,865.00. Maintenance repairs identified in the condition assessment for the remaining three years (2025 - 2027) are estimated at \$246,100.00 for 2025, \$466,700.00 for 2026, and \$229,000.00 for 2027. As was done for 2023 and 2024, the Village could choose to bid out multiple years of repairs as one project, which protects the Village from potential increases in construction costs. The actual costs for the remaining repairs (2025 - 2027) would ultimately be determined through a competitive bid process.

Despite the significant capital outlay pursuant to both the 2016 and 2022 condition assessment reports, staff recommends continuing to commission a condition assessment of the three facilities every six years to ensure that any building safety concerns are promptly identified and addressed and to extend the useful life of the structures.

Please contact Deputy Village Manager / Interim Director of Development Customer Services, Ahmad Zayyad at 708-358-5774 or azayyad@oak-park.us or Parking & Mobility Services Manager, Sean Keane at 708-358-5752 or skeane@oak-park.us for additional clarification or information.

Cc: Lisa Shelley, Deputy Village Manager
Christina Waters, Village Clerk
All Department Directors