

**JULY 19, 2012 MEETING SUMMARY**

**ITEM #1: WELCOME AND INTRODUCTIONS**

Acting Chair Joel Pointon, San Diego Gas and Electric (SDG&E), called the meeting to order at 1:00 p.m. Current Chair, Susan Freedman, San Diego Association of Governments (SANDAG) and Vice Chair Mike Ferry, California Center for Sustainable Energy (CCSE), were both committed to other obligations. Mr. Pointon welcomed everyone to the third meeting of the San Diego Regional Electric Vehicle Infrastructure Working Group (REVI) and notified everyone that he would be acting as chair during the meeting.

**ITEM #2: SUMMARY OF THE MAY 17, 2012 MEETING**

Greg Newhouse, Miramar College Advanced Transportation Technology and Energy Program, motioned to approve the meeting summary from May 17, 2012, Randy Walsh, Meissner Jacquét Investment Management Services, seconded the motion. Motion carried without opposition.

**ITEM #3: ANNOUNCEMENTS AND PUBLIC COMMENTS**

Mr. Pointon announced that *Plug-in 2013* will be held in San Diego from June 3<sup>rd</sup> to June 6<sup>th</sup>. The conference is still searching for a venue and Mr. Pointon suggested that REVI can eventually recommend ideas for participation in the conference. He also mentioned that SDG&E will be holding a multi-unit dwelling (MUD) workshop at the SDG&E Energy Innovation Center on July 31<sup>st</sup>.

Karen Prescott, National Electrical Contractors Association, thanked the group for their support in promoting the Electric Vehicle Inspection and Code Seminar earlier in the week. The seminar had roughly 50 inspectors participate.

Mr. Newhouse announced that Miramar College is offering a one-day technician course focused on battery technology for electric vehicle (EV) technician fleets. An alternative, two-day first responder course will be offered in mid-August that covers training for personnel responding to gases/fuels and hybrid/EVs vehicles. The course is free of charge.

Mr. Walsh announced that his firm will be installing electric vehicle supply equipment (EVSE) at the following company properties in the San Diego region: four Level 2 240 Volt (V) EV charging stations in La Mesa Springs, three Level 2 240V EV charging stations in Ramona, and a direct current (DC) Fast Charging station in Santa Ysabel.

Mr. Pointon stated that the Society of Automotive Engineers (SAE) has finished the approval process and will publish a US standard for a DC Fast Charge combo connector. Mr. Pointon went on to mention that this standard will be adopted by all US and German automobile manufacturers.

#### **ITEM #4: PEV READINESS REGIONAL UPDATE - JULY 2012**

David Almeida, CCSE, briefly described the status report on PEV-related developments in the San Diego region since the May REVI meeting. Mr. Almeida discussed the EV Project's progress, the installation of EV charging stations at the San Diego International Airport, the Tesla Model S sedan unveiling to the San Diego market, regional Clean Vehicle Rebate Program statistics, and highlights from the San Diego PEV Readiness Workshop held on June 14, 2012.

Andy Hoskinson, ECOtality, gave a detailed update on the EV Project in San Diego. According to Mr. Hoskinson, approximately 200 Level 2 240V EV charging stations are being permitted. ECOtality, which controls the Blink EV charging network, will begin charging users money for use of public charging infrastructure. Currently, charging costs are underwritten by The EV Project and charging hosts. Next week the interface for payment will appear on each EV charging station, but users will not be charged. This process will happen for 3 weeks, giving users the option to sign up for a charging plan with the Blink network. Mr. Hoskinson described that by mid-August pricing will be as follows: \$1 per hour for Blink Plus, \$1.50 for Blink Basic (pay as you charge, no membership fees) and \$2 for guest access. Mr. Hoskinson stressed that the business model is largely built on a cost-recovery pricing structure. In other words, users are charged for plug-time, not necessarily dynamic pricing. These rates are also set nationally, as more analysis is needed before setting regional prices. Currently, there is no cost for Blink Plus membership level in 2012 (normally \$30 annual membership).

Following the presentation, Chris Schmidt, Caltrans District 11, asked Mr. Hoskinson if he could describe the differences between hard costs and operational costs with regards to EV infrastructure. Mr. Hoskinson said that a high percentage of every installation is capital cost compared to operational costs. James Tillman, NRG Energy, stated that the cost of electricity is relatively high in San Diego and stressed that ECOtality includes charging by fractional hour. Mr. Hoskinson said that ECOtality is still determining the dynamic between charge time and plug time with respect to pricing.

Mr. Pointon announced that two new workgroups within the Plug-in Electric Vehicle Collaborative (PEVC) have been formed to address workplace charging and installation in multi-unit dwelling. The PEVC is assembling a template to capture case studies.

#### **ITEM #5: WORKING DRAFT REVI DOCUMENT - BREAKING DOWN BARRIERS: EVSE INSTALLATION IN MULTI-UNIT DWELLINGS**

Mr. Almeida introduced the working document assembled by staff and explained that it is meant to complement existing SDG&E activities by focusing on "customer side of the meter" challenges, issues the utility cannot directly address. Mr. Almeida commented that this document is targeted mostly for property managers and is designed to answer some of the common challenges for MUDs.

Comments, questions, and discussion were as follows:

- Mr. Pointon stated that he has given his MUD presentation to the San Diego Apartment Association and the California Association of Community Managers. Mr. Pointon said that it is critical for REVI to stay in close parallel with PEVC statewide work. Mr. Pointon mentioned that the PEVC will be publishing a 20-page document and a brief one-page guideline regarding MUD issues.
- Mr. Walsh asked if this REVI document addresses key issues from members of the group. Mr. Pointon said the goal is to provide information and tools for property managers to work through the EVSE installation process internally – each setup will have to be unique to each situation. Further, Mr. Pointon expressed that each solution needs to be customized to meet the needs of the community.
- Mr. Walsh said it would be helpful for property managers to have a clear idea of what technology is available. Mr. Walsh stated that he could connect the PEVC workgroup to property managers with

- Institute of Real Estate Management. Mr. Walsh did mention, however, that rental communities have more ability for rapid development and PEV charging stations can be advertised as an amenity to renters.
- Mr. Schmidt commented that Homeowner Associations (HOAs) would be very resistant to EVSE installations. He explained that board approval is difficult and any MUD installation document would need to provide very easy installation options and highlight incentives for them. Mr. Schmidt suggested that the group use lessons from earlier resistance to photovoltaics.
- Mr. Hoskinson said that case studies should be an addendum, housed digitally – continually growing and site-specific. Mr. Hoskinson suggested that REVI produce a survey/decision tree that will provide a best fit for property managers to find a specific case study that best matches the installation issues with their site.
- David Wang, General Electric, stressed that it is important to assist PEV owners by providing the questions they should be asking their property managers. Mr. Wang also emphasized the importance for REVI to be vendor-neutral.
- Mike Grim, City of Carlsbad, proposed to include permitting information in the MUD document.
- Michelle White, San Diego Unified Port District, advocated keeping the MUD material in context and highlight the benefits for EVSE installations for property managers.
- Ms. Prescott, stressed that the document will need to information relating to resale price and LEED points for EV charging.
- Mr. Almeida commented that data exists for showing increased resale value with PV systems, but he was unaware of any for EVSEs.
- Anna Lowe, County of San Diego, indicated that permitting is critical; and companies that are involved in property assessments and energy efficiency retrofits could hold valuable information about MUD issues. Large renovation projects in the future will be required to meet new EVSE standards. Ms. Lowe stressed that EVSE standards be included in Title 24.

#### **ITEM #6: ROUNDTABLE ON COMMERCIAL INSTALLATION ISSUES DISCUSSION**

REVI members and industry representatives directly involved with the installation process for PEV charging stations at commercial sites discussed the challenges and successes experienced in the field and what actions the REVI could undertake to encourage and/or simplify commercial installations.

Comments, questions, and discussion were as follows:

- Mr. Hoskinson commented that on-street charging is important, especially in older urban neighborhoods that might have good demographics for higher PEV adoption but limited available on- and off-street parking. Mr. Hoskinson said that businesses are reluctant to allow a parking space to be “taken away” from an internal combustion engine (ICE) vehicle. Mr. Hoskinson stressed the importance to have a programmatic approach to planning for on-street charging; this should be promulgated on jurisdictional level. Mr. Hoskinson continued that jurisdictions and business should begin with public parking spaces in parking-constrained districts and take a look at regulations and physical constraints. In other words, businesses will have to find a reasonable balance of how many to EV chargers install in one location.
- Jacques Chirazi, City of San Diego, commented that in the City of San Diego on-street parking is not a straight forward process. The City requires a neighborhood development permit that includes a 30 inch height restriction. There is a process to petition this permit, but it is costly and there is no certainty that the petition will be accepted. However, Mr. Chirazi mentioned that the City is working with the EV Project to find a way around this permit process and is close to a finding a solution. Further, this is a sensitive topic because it would take away valuable parking space. Mr. Chirazi emphasized that if on-street PEV chargers are seen as a public good, then PEV infrastructure is actually considered an on-street public infrastructure improvement. In this case, Mr. Chirazi said that a public infrastructure permit is not as cumbersome as a neighborhood development permit. However, the cost and risk of

- permit is a huge impediment for private business wanting to install an EV charger, especially if the permit is denied and the permitting costs are not recouped.
- Mr. Chirazi commented that beach communities, such as Pacific Beach, have an additional permit process through the Coastal Commission called the Coastal Development Permit. With regards to installing public charging stations, the City is looking at downtown first. Businesses, however, do not want charging stations installed in front of their properties, according to Mr. Chirazi. With that, the City will have to change the municipal parking code. Mr. Pointon suggested that capturing this process and recording the lessons learned will be very valuable to other communities, and REVI can contribute in this way.
- Mr. Schmidt commented that FlexCar had similar challenges with using public space and found solutions to these problems. SANDAG has documentation related to this. Mr. Grim suggested that curbside pop outs for traffic calming could be a site for on-street EVSE installations.
- Taylor Hedges, Hedges Electric, also asked the group if revenue sharing between a third-party provider with HOAs or commercial host is a viable solution. Mr. Pointon responded to the questions by commenting that there are no limitations for HOAs concerning third party negotiations. Mr. Pointon also commented that the practical problem is how costly the installations become and if a cost-sharing model will pay off.
- Mr. Almeida suggested REVI table the REVI MUD document and align efforts with the PEVC MUD Working Group. Mr. Walsh moved to table the item until next meeting. Ms. White seconded the motion.
- Mr. Almeida commented that he will reach out to Mr. Walsh to connect PEVC with Institute of Real Estate Managers and will set up a meeting to discuss on-street charging with Mr. Hoskinson and Mr. Chirazi.

#### **ITEM #7: REVI GOALS ADOPTED INFORMATION**

Following the REVI meeting on May 17, 2012, staff distributed a REVI Goals Survey to voting members. The majority of voting members selected Goal 4 to read as follows: "To identify funding opportunities, tax benefits, and other potential incentives that promote PEV and EVSE deployment and support economic development in the region."

#### **ITEM #8: NEXT MEETING INFORMATION**

Mr. Almeida announced that the next meeting is scheduled for Thursday, September 20, 2012 at CCSE from 1:00pm-2:30pm. Topics will include a discussion of the on-street parking best practice guide and follow-up from the commercial installation discussion.

#### **ITEM #9: MATTERS FROM MEMBERS INFORMATION**

No members had any matters to share.

#### **ITEM #10: ADJOURNMENT**

The meeting was adjourned at 2:30 p.m.