

## **SAN DIEGO REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE WORKING GROUP**

### **NOVEMBER 8, 2012, MEETING SUMMARY**

#### **ITEM #1: WELCOME AND INTRODUCTIONS**

Chair Susan Freedman, San Diego Association of Governments (SANDAG), called the meeting to order at 1:06 p.m. She welcomed everyone to the November 8 meeting of the San Diego Regional Electric Vehicle Infrastructure Working Group (REVI) and introductions followed.

#### **ITEM #2: SUMMARY OF THE SEPTEMBER 20, 2012 MEETING**

Joel Pointon, San Diego Gas & Electric (SDG&E) motioned to approve the meeting summary from September 20, 2012. Greg Newhouse, Miramar College, seconded the motion. The motion passed without opposition.

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

There were no announcements or public comments.

#### **ITEM #4: REGIONAL PEV ACTIVITIES SINCE LAST REVI MEETING**

David Almeida, California Center for Sustainable Energy (CCSE), briefly described that the Regional PEV Activities report included in the agenda provides an update on EV Project installations, San Diego City Council approval of 117 charging stations, the second round of the California PEV Owner Survey, and car2go's one year anniversary celebration.

Ms. Freedman asked if REVI members had any updates to provide.

Mike Cully, car2go, announced the date for the one year anniversary celebration was changed from November 15 to November 29. He also stated that the celebration will coincide with the inauguration of the charging depot, which includes 30 charging stations exclusively for car2go vehicles.

Jacques Chirazi, City of San Diego, announced that the Solar-to-EV project at the San Diego Zoo, which houses both solar panels and electric vehicle charging stations, will be unveiled to the public at a ceremony on November 27, from 10:30 a.m. to 11:30 a.m.

#### **ITEM #5: 2013 MEETING DATES AND LOCATIONS**

Ms. Freedman announced that future REVI meetings will be held at the SDG&E Energy Innovation Center and asked that if REVI Members are interested in hosting a meeting in central San Diego, they are encouraged to contact staff. She also explained that REVI meetings will focus on specific barriers facing the deployment of PEVs and PEV infrastructure in the San Diego region and that staff will provide updates on the progress in addressing these barriers at each meeting.

## **ITEM #6: REGIONAL READINESS PLAN DEVELOPMENT**

**A.** Mr. Almeida provided a brief review of REVI progress to date regarding the barriers associated with commercial installations, installation of EVSE at public agency owned property and multi-unit dwellings (MUD). He indicated that REVI members will continue the discussion of public agency installations during Agenda Item #7.

Mr. Almeida also reminded the group that Mr. Pointon is the Chair of a statewide working group on MUD installations organized by the Plug-in Electric Vehicle Collaborative (PEVC), and that REVI members decided to coordinate with this group in order to find solutions to the challenges associated with installing EVSE at MUDs.

Mr. Pointon commented that SDG&E MUD workshops are held quarterly. He also announced that the first large-scale MUD EVSE installation will be completed in San Diego. The site will include 20 dedicated parking spaces with individual meters allowing each parking space the ability to access time of use rates offered by SDG&E. He further explained that the PEVC MUD working group will be assembling a case study of the San Diego project. The PEVC will be issuing a Request for Proposal (RFP) focused on developing the case study that will address MUD installations. RFP submittals are due February 1, 2013 and based on the project timeframe of the PEVC work is expected to be complete by June 2013. The case study will include a PEV owner questionnaire and other resources for property managers and community members. Mr. Pointon anticipates that the case study and associated resources will be available on the PEVC website ([www.pevcollaborative.org](http://www.pevcollaborative.org)) by November 23.

**B.** Mr. Almeida described the PEV Readiness Assessment that CCSE has been working on over the past year in coordination with stakeholders across the San Diego region. He indicated that this Assessment will be leveraged in the San Diego Regional PEV Readiness Plan developed by REVI and described the five core areas of the Assessment that coincide with the barriers previously identified by REVI members.

He asked REVI members to provide feedback on the summary recommendations of three sections of the Assessment: zoning and parking, permitting and inspection, and building codes. REVI members provided the following comments on these sections:

### *Barrier 1: Zoning and Parking.*

Chris Schmidt, Caltrans District 11, informed that his agency is using the San Diego Technical Policy 11B-1, which addresses accessibility standards for PEV parking. Mr. Schmidt added that Caltrans staff needed guidance on this issue and that the City of San Diego's Technical Policy clearly helped his colleagues.

Kathy Valverde, City of Santee, also endorsed the San Diego Technical Policy 11B-1 and commented that the City of Santee plans to utilize this document.

Mr. Chirazi asked how other cities are handling parking enforcement and PEV signage. Mr. Pointon responded that cities can access PEV signage material on the U.S. Department of Energy's Clean Cities website. Mr. Almeida added that there is a recommendation in the Assessment that encourages local agencies to leverage the existing parking enforcement policy employed by the City of Santa Monica.

Mike Grim, City of Carlsbad, commented that the parking and zoning recommendations in the Assessment are intertwined with other PEV readiness issues, such as permitting and inspection and building codes. Mr. Grim also commented to the group that enforcing a parking space as strictly for EVs would require the city to change the zoning for that particular parking area since there would be less parking spaces that are open to any vehicle. He explained that in order to avoid the zoning impacts, the City of Carlsbad does not currently apply parking rules to parking spaces with EVSE installations. Mr. Grim added that the public has generally been leaving the EVSE spaces to EVs without enforcement.

Dan Chappell, Private Developer, requested feedback on a scenario of existing zoning ordinances that may prohibit private land owners offering public charging at a private site, such as an MUD. In this scenario, charging stations on the MUD property would be open to the public during the day when the majority of tenants are not at their residence. Mr. Chappell commented that this currently cannot be done with the City of San Diego's existing zoning policies because the MUD property is zoned as residential. REVI members agreed to discuss this issue further.

### *Barrier 2: Permitting and Inspection*

Mr. Almeida requested feedback regarding one of the recommendations leveraging the Oregon Minor Label Program. He described that the Oregon Minor Label Program allows electrical contractors to place a label on each of their installations instead of obtaining a permit for installations. Then, he explained that the contractor's installations are randomly checked by a local City inspection officer.

Mr. Pointon said that it was his understanding that the state may have to mandate this policy before local jurisdictions are able to adopt this same program. He then asked local government REVI members if this was their understanding.

Mr. Grim indicated that building officials at the municipal level have the ability to incorporate this policy. However, he indicated that he would want to do a thorough review of this Program before supporting a similar policy in Carlsbad. He also emphasized that it is important to discuss the difference between a discretionary permit and a building permit. He stressed the importance of understanding this difference because EVSE installations require different types of permits depending on the specific type of EVSE installation.

Andy Hoskinson, ECOTALITY, commented that the region could benefit from a self-certification permitting and inspection process similar to what has occurred in Oregon. Mr. Hoskinson emphasized that this type of program would require additional thought on how it is structured, but there is the potential for this type of program to improve efficiencies throughout the installation process. He also stated that this is something that will benefit us in the future when we have several thousand PEVs on the roads in San Diego.

Ms. Valverde commented that a self-certification process may be difficult to adopt regionally. Additionally, she added that it is not the EVSE the city is permitting, rather the electrical service that requires a permit. She also indicated that the REVI group may need to provide more education regarding this distinction.

Mr. Pointon recommended that the staff strike the term "EVSE permit" from the Assessment and replace it with "electrical permit" because an EVSE permit does not exist.

Mr. Chirazi supported Mr. Pointon's suggestion. He went on to state that the City of San Diego issues standard electrical permits for EVSE and that these permits can be submitted online.

Tim Dudek, National Electrical Contractors Association, mentioned that the time associated with obtaining a permit and an inspection is a big barrier and has a significant cost. He commented that if the permitting and inspection time is not reduced, residents will install an EVSE without a permit. He suggested that REVI members help to reduce this time.

### *Barrier 3: Building Codes*

Mr. Almeida requested feedback regarding the recommendations listed in the Building Codes section of the Assessment.

Mr. Grim commented that the current recommendations in the assessment are practical, and believes that if endorsed, they would save jurisdictions time and reduce cost of future installations.

Mr. Dudek expressed that he was concerned about possible additional costs for land developers if specific building codes for EVSE are implemented.

Mr. Grim added that parking spaces may be an issue, but installing the conduit in a certain percentage of parking spaces would drastically reduce costs for future installations.

Dave Weil, University of California, San Diego (UCSD), commented that UCSD has a policy that requires a certain percentage of parking spaces to be EVSE ready. These requirements are also linked with the university's LEED building requirements. Mr. Weil indicated that he will share this policy with the REVI group.

### **ITEM #7: READINESS BARRIER: CONTINUED DISCUSSION ON EVSE CONTRACTING ISSUES**

Mr. Almeida briefly described a special meeting held on November 26 in which REVI members discussed contracting issues public agencies have experienced related to the EV Project. Mr. Almeida indicated that at this meeting, staff provided sample host agreements and facilitated conversations between public agencies that have installed EVSE as part of the EV Project in an effort to help resolve contracting issues. He then asked Mr. Schmidt for an update on Caltrans participation in the EV Project.

Mr. Schmidt stated that Caltrans is moving along with EV Project funded EVSE installations at the Del Lago transit station. He indicated that the contract was previously stalled as a result of uncertainty regarding ECOTality's ability to competitively bid for the operation and maintenance of the EVSEs at this site after the EV Project closes. Mr. Schmidt stated that there is a need to address this issue, but it is no longer delaying the project. He did emphasize that this should be fully addressed at a later date.

Mr. Schmidt added that there is interest in developing a framework for a region wide request for proposals (RFP) for EVSE vendors to install and operate EVSE on property owned by municipalities or public agencies. He recommended that REVI create uniform language that each jurisdiction could use if they choose to issue a RFP in the future.

Mr. Pointon stated that the City of San Jose has previously used this model for public EVSE installations.

Ms. Valverde commented that cities throughout the region have utilized an RFP model that incorporates both a design and build component to infrastructure projects. She added that there is a government code that was originally written for energy efficiency measures that allows for municipalities to bid out both the design and build component to one contractor and that this code may be applicable to the installation of EVSE. Ms. Valverde said that she will provide the code for energy efficiency measures to staff for further review. Ms. Valverde mentioned another strategy where a municipality could develop an RFP and include a piggy back clause that would allow other jurisdictions the opportunity to leverage the same specifications.

Paul Manasjan, San Diego Regional Airport Authority, indicated that the Airport is still working with ECOtality on a contract for EVSE installations under the EV Project, but have questions that need to be resolved before moving forward.

Ms. Freedman inquired if there would be interest in having an EVSE vendor showcase for municipalities to learn about all of the manufacturers and options in the market today. The majority of jurisdictions showed interest. Mr. Pointon suggested having a RFP template available for the vendors to view before the event. Mr. Schmidt responded that in order to follow public contracting requirements, the processes should not create conflicts in the future. Mr. Schmidt suggested SANDAG's legal team look at contracting issues to incorporate into a RFP template.

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

Mr. Almeida announced that the next meeting is scheduled for Thursday, January 17, 2012 at the Energy Innovation Center located at 4760 Clairemont Mesa Blvd., San Diego, CA 92117.

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

There were no matters from members discussed.

#### **ITEM #9: ADJOURNMENT**

The meeting was adjourned at 1:40 p.m.

**REVI Voting Member Attendance November 8, 2012**

REPRESENTATION		NAME	MEMBER / ALTERNATE	ATTENDING
South County Subregion	City of Chula Vista	Brendan Reed	Member	No
	City of Imperial Beach	Chris Helmer	Alternate	<b>YES</b>
North County Coastal Subregion	City of Del Mar	Ramsey Helson	Member	<b>YES</b>
	City of Oceanside	Mo Lahsaie	Alternate	No
North County Inland Subregion	City of Escondido	Kathy Winn	Member	No
	Vacant	Vacant	Alternate	-
East County Subregion	City of Santee	Kathy Valverde	Member	<b>YES</b>
	City of La Mesa	Scott Munzenmaier	Alternate	No
City of San Diego		Jacques Chirazi	Member	<b>YES</b>
		Vacant	Alternate	-
County of San Diego		Peter Livingston	Member	<b>YES</b>
		Vacant	Alternate	-
San Diego Association of Governments		Susan Freedman, Chair	Member	<b>YES</b>
		Allison King	Alternate	<b>YES</b>
San Diego Regional Airport Authority		Paul Manasjan	Member	<b>YES</b>
		Brett Caldwell	Alternate	No
Caltans, District 11		Chris Schmidt	Member	<b>YES</b>
		Vacant	Alternate	-
Unified Port District of San Diego		Michelle White	Member	No
		Jenny Lybeck	Alternate	No
San Diego Gas & Electric		Joel Pointon	Member	<b>YES</b>
		Randy Shimka	Alternate	<b>YES</b>
California Center for Sustainable Energy		Mike Ferry, Vice Chair	Member	No
		Colin Santulli	Alternate	No
University of California, San Diego		Dave Weil	Member	<b>YES</b>
		Jim Ruby	Alternate	No
Miramar College, Advanced Transportation Technology and Energy Program		Greg Newhouse	Member	<b>YES</b>
		Vacant	Alternate	-
Meissner Jacquet Investment Management Services		Randy Walsh	Member	<b>YES</b>
		Vacant	Alternate	-
National Electrical Contractors Association		Karen Prescott	Member	No
		Tim Dudek	Alternate	<b>YES</b>
International Brotherhood of Electrical Workers Local 569		Micah Mitrosky	Member	<b>YES</b>
		Vacant	Alternate	No

**Others in Attendance**

Bill Cecil, City of Coronado

Dan Chappell, Private Developer

Nick Cormier, San Diego Air Pollution Control District

Mike Cully, Car2Go

Mike Grim, City of Carlsbad

Andy Hoskinson, ECOtality

David Powell, U.S. Navy

Martin Reeder, City of National City

Anna Lowe, SANDAG

David Almeida, CCSE

Tyler Petersen, CCSE