

SAN DIEGO REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE WORKING GROUP

MEETING NOTICE AND AGENDA

Date: Thursday, November 8, 2012

Time: 1:00 p.m. to 2:30 p.m.

Location: California Center for Sustainable Energy
8690 Balboa Ave, Suite 100
San Diego, CA 92123-1502

Staff Contact: David Almeida
Tel: (858) 244-1190
Email: david.almeida@energycenter.org

AGENDA HIGHLIGHTS

- REGIONAL READINESS PLAN DEVELOPMENT
- READINESS BARRIER: CONTINUED DISCUSSION ON EVSE CONTRACTING ISSUES

In compliance with the Americans with Disabilities Act (ADA), CCSE will accommodate persons who require assistance in order to participate in San Diego REVI meetings. If such assistance is required, please contact CCSE at (858) 244-1177 at least 72 hours in advance of the meeting.



SAN DIEGO REVI

Thursday, November 8, 2012

MEETING ITEMS

ACTION

1. WELCOME AND INTRODUCTIONS

+2. SUMMARY OF THE SEPTEMBER 20, 2012 MEETING

APPROVE

The San Diego Regional Electric Vehicle Infrastructure Working Group (REVI) is asked to review and approve the meeting summary.

3. ANNOUNCEMENTS AND PUBLIC COMMENTS

INFORMATION

Members of the public shall have the opportunity to address San Diego REVI on any issue that is not on this agenda. Public speakers are limited to three minutes or less per person. REVI members may provide information and announcements under this item.

REPORTS

+4. REGIONAL PEV ACTIVITIES SINCE LAST REVI MEETING

INFORMATION

A status report on PEV-related developments since the September REVI meeting is attached. The report addresses: The EV Project installations, San Diego City Council approval of 117 charging stations, second round of the California PEV Owner Survey, and car2go one year anniversary celebration.

+5. 2013 REVI MEETING DATES AND LOCATIONS

INFORMATION

Attached is the list of scheduled REVI Meetings for 2013. Additional meetings and/or workshops could be added dependent on REVI member interest. Whenever possible, future meetings will be held at the SDG&E Energy Innovation Center in Claremont Mesa. If other REVI members have publicly accessible large meeting room(s) that could host a future meeting, please let staff know.

+6. REGIONAL READINESS PLAN DEVELOPMENT

DISCUSSION

A. The CEC grant calls for the REVI to provide input into a regional PEV readiness plan. For reference to REVI members, a table on progress to date with several regional barriers is attached. An assessment of these barriers and ways to reduce or remove them will form the foundation of a San Diego regional readiness plan.

MEETING ITEMS

ACTION

- +6. B.** Over the past year, CCSE has been developing a San Diego Regional PEV Readiness Assessment in coordination with stakeholders within the region and across California. This assessment is intended to be leveraged in the preparation and completion of the San Diego Regional PEV Readiness Plan to be developed by REVI. This assessment focuses on five core areas. A summary of the barriers and recommendations for three of the five core areas (EVSE Zoning and Parking, Building Codes to Promote EVSE, and EVSE Permitting and Inspection) is attached. The REVI is asked to review the summary recommendations for these three areas and provide any modifications or additional recommendations before CCSE finalizes the Assessment.

DISCUSSION

+7. READINESS BARRIER: CONTINUED DISCUSSION ON EVSE CONTRACTING ISSUES

DISCUSSION

Last meeting, REVI members brought up contractual issues that were keeping some public agencies from participating in the EV Project. On September 26, 2012, CCSE hosted a special meeting amongst public agencies and a meeting summary is attached. The REVI will discuss follow-on activities since that meeting and suggested approaches to bringing more EVSE to public agencies. One suggestion is to hold a workshop for public agencies and regional stakeholders in early 2013, in which all EVSE providers could demonstrate their EV charging equipment, business models, and contract methods.

8. NEXT MEETING

INFORMATION

The next REVI meeting is scheduled for Thursday, January 17, 2013. The meeting location will be confirmed at a later date.

9. MATTERS FROM MEMBERS

INFORMATION

REVI members are encouraged to discuss additional topics of general interest.

10. ADJOURNMENT

+ next to an item indicates an attachment

3200800

September 20, 2012 MEETING SUMMARY

ITEM #1: WELCOME AND INTRODUCTIONS

Vice Chair Mike Ferry, California Center for Sustainable Energy (CCSE), called the meeting to order at 1:07 p.m. Current Chair, Susan Freedman, San Diego Association of Governments (SANDAG), has been on medical leave. Mr. Ferry welcomed everyone to the fourth meeting of the San Diego Regional Electric Vehicle Infrastructure Working Group (REVI).

ITEM #2: SUMMARY OF THE JULY 19, 2012 MEETING

Joel Pointon, San Diego Gas & Electric (SDG&E), motioned to approve the meeting summary from July 19, 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 September 30 to October 3, 2013. Mr. Pointon also mentioned that SDG&E has produced a timer that you can place in your electric vehicle that allows someone to know when they can unplug the car. These timers were available at the National Plug-in Day event here at CCSE and will be available via SDG&E. Mr. Pointon also told the group that he learned that the combo connector will be the official connector standard for the US going forward for all DC fast charging stations. The publication date has yet to be announced.

Mr. Walsh said that the DC fast charger installation at Santa Ysabel is currently under construction. He did not announce when the installation would be finished.

ITEM #4: PEV READINESS REGIONAL UPDATE - SEPTEMBER 2012

David Almeida, CCSE, briefly described PEV-related developments in the San Diego region since the July REVI meeting. Mr. Almeida discussed the latest EV Project installations, Airport charging stations, the planned Car2Go fleet expansion, and National Plug-in Day.

Randy Schimka, SDG&E, corrected the number of functional workplace and fleet charging stations to 276.

Dave Weil, University of California, San Diego (UCSD), asked if charging stations have to be installed or the agreement in place by the end of the year in order to receive the subsidy offered from EV Project. Mr. Pointon confirmed that to receive the subsidy, all agreements need to be signed by December 31, 2012.

Paul Manasjan, San Diego County Regional Airport Authority, confirmed that 40 charging stations are scheduled to be installed in the Terminal 2 expansion. Mr. Ferry added that there are additional charging stations near the airport, specifically Ace parking and private lots across the street from Terminal 2.

Will Berry, Car2Go, commented that Car2Go customers use charging stations owned by the Port of San Diego for driving to and from the airport. He also shared that Car2Go is expanding its service territory to offer services in Mission Valley. Mr. Berry informed the group of a nationwide price increase for Car2Go

customers; the rate increase is from 35 cents per minute to 38 cents per minute. Despite this increase, membership is growing. Car2Go also had a recent Groupon deal resulting in 300 new members. Mr. Berry also noted that Car2Go was recently recognized with a Women in Transportation Award for its sustainable services.

Mr. Ferry asked if Car2Go has data on the electric miles driven in San Diego. Mr. Berry did not know firsthand, but would be able to provide those numbers after corporate approval. Mr. Ferry asked how Car2Go keeps their cars charged. Mr. Berry noted that this is a "24/7 operation". Staff will go to the physical location of the vehicle and transport that vehicle to the closest charging infrastructure. Once there is more public infrastructure, the company is likely to reward members with free minutes if they use public charging.

Mr. Walsh commented that commercial charging hosts are reluctant because they do not want Car2Go vehicles occupying their charging sites for a prolonged period. Mr. Walsh asked if the City of San Diego could help with this problem.

Jacques Chirazi, City of San Diego, commented that EV charging stations with on-street parking has had delays and updates are needed to municipal codes to make on-street charging possible. Also, having access to the charging barn will help Car2Go.

Mr. Almeida announced that the San Diego National Plug-in Day is scheduled for September 23. SDG&E will have a booth and will talk to event participants about home installations. Ecotality will also have a booth and will discuss the EV Project. CCSE will have a booth to discuss the Clean Vehicle Rebate Project (CVRP).

Mr. Ferry announced that the CVRP will be administering its 10,000th rebate soon and commented that this shows that the market is growing with notable progress over the past two years.

ITEM #5: PLUG-IN ELECTRIC VEHICLE OWNER SURVEY

Mr. Almeida gave REVI members an overview of the CVRP survey conducted by CCSE and the California Air Resources Board. Mr. Almeida shared that the survey provides information on vehicle use, charging behavior, access to charging, fueling costs, and household demographics. The full report is available online at the following link: www.energycenter.org/pevsurvey

ITEM #6: CALIFORNIA ENERGY COMMISSION PEV INFRASTRUCTURE AWARDS FOR SAN DIEGO

The California Energy Commission (CEC) recently named proposed awards for this year's second round of alternative fuel infrastructure grants, which supports the installation of alternative fuel technologies including EV charging stations. The San Diego region will likely receive approximately \$1.3 million toward the expansion of EV infrastructure.

Mr. Pointon commented that SDG&E wrote 3 letters of support for companies that received notices of proposed awards. SDG&E will support in-kind donation of up to 10% of the cost to fund a Project Manager over the life of the projects. Mr. Pointon also discussed the multi-family project proposed by Coulomb. This project is similar to the multi-family residential Coulomb project currently underway in San Francisco. Efforts will be made to share best practices with the San Diego project. Mr. Pointon expects Coulomb to have the CEC contract in place by Q1 2013. SDG&E will also work with SANDAG to reach out to all agencies in the region.

Mr. Chirazi noted that the City of San Diego also wrote letters of support for 3 of 4 projects.

Tyler Petersen, CCSE, spoke about the proposed CEC award for AeroViroment. Mr. Petersen commented that AeroViroment plans to install a number of residential charging stations through the Cal Electric Residential EVSE Deployment program. AeroViroment is also partnering with Car2Go's fleet EVSE program, which proposes installations of charging stations at local apartment venues and YMCAs.

Byron Washom, UCSD, spoke to the group regarding UCSD's intelligent charging project, another proposed award from the CEC. RWE, Germany's second largest utility, is partnering on the project and will be providing the technology and engineering support. This project plans for 26 Level 2 charging station and three public DC fast charging stations on the UCSD campus. The three DC fast chargers will be the first installations scheduled to begin in the first quarter of 2013.

Chris Schmidt, California Department of Transportation, asked if the rules and regulations associated with these CEC awards are similar to those directing the federally funded EV Project. Mr. Washom commented that the UCSD/RWE project is will be using state funding, and will have different regulations than the EV Project. Furthermore, this project does not require local permits because UCSD is a self-regulated entity.

Lindsee Tanimoto, CEC, commented that the CEC held a workshop on September 19 regarding public comment to future funding for EVSE infrastructure and the participant feedback will give the CEC more guidance of where to distribute funds. He was not sure when next round of solicitations will be.

Mr. Schmidt asked how the CEC-funded program is different from the EV Project. Mr. Ferry responded that the EV Project was a specific, one-time, federally-funded project. The EV Project had EV manufacturers (Nissan, Chevy) with specific guidelines. The CEC funding comes from Assembly Bill (AB) 118, which provides funding for the Alternative and Renewable Fuel and Vehicle Technology Program. Under this current solicitation, the proposed projects focused on multi-family residential charging, fleet infrastructure and DC fast charging.

Mr. Almeida added that the CEC is open to feedback and encouraged REVI and San Diego PEV stakeholders to reach out to the CEC. Mr. Schmidt proposed that REVI members take advantage of the opportunity to provide input on this funding. Mr. Almeida stated that staff is working on putting together a list of issues to provide to CEC.

Mr. Petersen updated the group on the specifics of the Green Charge Network's proposal that includes battery storage technology with Smart Grid enabled DC fast charging stations. Four DC fast charger installations are planned for the Cities of San Diego (three stations), and Carlsbad. Mr. Schimka commented that Green Charge only received half of the funding that they requested and was concerned how that will affect the project and potential locations. Mr. Petersen responded that the scope of the CEC contract was still being constructed, but it is likely that they will have fewer installations. Mr. Petersen also encouraged REVI member to support the project to keep the San Diego sites in the Green Charge Network's statewide project.

ITEM #7: REVI CASE STUDY AND GUIDELINES

Staff continues to develop case studies and guidelines for on-street parking, DC Fast Charging Station installation in Santa Ysabel, and the Office of Planning and Research Guidelines for EV Deployment.

ITEM #8: NEXT MEETING INFORMATION

Mr. Almeida announced that the next meeting is scheduled for Thursday, November 8, 2012 from 1:00pm-2:30pm. Location is yet to be determined. Staff will send out a notice to REVI members once a location has been finalized.

ITEM #9: MATTERS FROM MEMBERS INFORMATION

Mo Lahsaie, the City of Oceanside, shared that residents he has talked to are worried that PEV technology is moving too quickly and this is a significant reason why people do not want to buy these vehicles. He also expressed their uncertainty surrounding the resale value of these vehicles.

Mr. Ferry stated that CCSE has been monitoring this through the CVRP. Nissan and Chevy have recognized these concerns and offers great rates for two year leases. Nissan is also starting to allow customers the option to trade in an older Leaf for a newer version and also take advantage of low lease rates.

Brendan Reed, City of Chula Vista, stated that his city has been trying to install EV charging stations on city-owned property. However, the City has not received a definitive response from ECOtality surrounding ongoing operations and maintenance costs for the stations after the term of the EV Project in 2013. Mr. Reed asked if other members have resolved this contracting issue with ECOtality. Mr. Reed also announced that the City will be releasing a request for information from electric vehicle service providers. The motivation behind the request is that the City would like to eventually contract with an EVSP to install, operate, and maintain public charging stations.

Mr. Chirazi commented that the City of San Diego is experiencing similar contracting issues with ECOtality and the City is equally reluctant to operate and maintain the asset.

Mr. Schmidt proposed that we agendaize this topic for the next meeting to give REVI members an opportunity to have a unified approach to increasing EVSE deployment in San Diego.

Mr. Almeida offered to the group to have a special meeting regarding the contracting issues jurisdictions are having with ECOtality. There was group consensus that this was an important issue and a meeting with ECOtality representatives, jurisdictions and other interested parties would be scheduled for September 26.

ITEM #10: ADJOURNMENT

The meeting was adjourned at 2:45 p.m.

REGIONAL PEV ACTIVITIES SINCE LAST REVI MEETING

A regional update will be included in each REVI Agenda.

- **The EV Project - regional update of EV charging station installations**
 - Blink Network Map: www.blinknetwork.com/locator.html
 - 307 functional Level 2 Blink stations (includes workplace and fleet chargers)
 - 251 publicly accessible Level 2 Blink stations
 - 108 in permitting/installation phase
 - Charging stations are located in 75 different locations

- **San Diego City Council Approves 117 Additional Charging Stations**

On October 2, 2012 the San Diego City Council unanimously approved Resolution 2013-163, authorizing the installation of over a 100 public charging stations leveraging investment from the federally funded EV Project. Specifically, the Resolution expands the number of charging stations by 117 across 27 locations at parks, libraries, recreations centers, and streets. Additionally, this resolution also extends the term of the pilot agreement from December 31, 2012 to December 31, 2013.

- **Second Round California PEV Owner Survey**

From October 2-23, CCSE implemented the second round of the California PEV Owner Survey. In this round, CCSE tracked behavior of drivers responding from the first survey distributed in February 2012 as well as a new group that have owned their vehicles for six months from this October. The survey focuses on vehicle use, charging behavior, access to public and residential charging infrastructure, fueling costs and household demographics.

- **Car2Go One Year Anniversary**

On November 15, Car2Go will be celebrating the 1st Anniversary of operations in San Diego. The Anniversary Celebration event details are provided below.

Date: Thursday, November 15, 2012
Time: 5:30PM-9:00pm
Location: Car2Go, 630 10th Avenue, San Diego 92101

2013 REVI MEETING DATES AND LOCATIONS

2013 MEETING SCHEDULE*

1/17/2013

3/21/2013

5/16/2013

7/18/2013

9/19/2013

11/14/2013

STANDING MEETING DATE AND TIME

Meetings have been scheduled bimonthly on the third Thursday of the month. Meetings will generally occur from 1:00pm to 2:30pm unless stated otherwise.

STANDING MEETING LOCATION

SDG&E's Energy Innovation Center (EIC) in Clairemont Mesa will be REVI's preferred meeting space for 2013. If unavailable, staff will seek an alternate meeting site that is accessible to the public.

**Additional meetings can be added as needed.*

Progress on Regional PEV Barriers*

Barriers/Solutions Being Addressed by Statewide Department of Energy PEV Project and REVI	
Barrier	Progress on Solutions – Preparation of Guidance Materials
<p>1. Permitting/Inspection Lack of streamlined permitting and inspection processes and inconsistent (high) costs across jurisdictions.</p>	<ul style="list-style-type: none"> • Discussed by REVI at 5/17/12 meeting. • Discussed locally at PEV Workshop at CCSE on 6/14/12. • See attachment 6B for assessment materials developed by CCSE. REVI to discuss barrier assessment and needs for additional research or group discussion.
<p>2. Building Codes Lack of standard building codes that accommodate charging infrastructure or dedicate circuits for charging infrastructure in new construction and major renovations.</p>	<ul style="list-style-type: none"> • Discussed by REVI at 5/17/12 meeting. • Discussed locally at PEV Workshop at CCSE on 6/14/12. • See attachment 6B for assessment materials developed by CCSE. REVI to discuss barrier assessment and needs for additional research or group discussion.
<p>3. Zoning and Parking Rules Lack of standard regional ordinances that facilitate the installation and access to publicly available charging infrastructure.</p>	<ul style="list-style-type: none"> • Discussed locally at PEV Workshop at CCSE on 6/14/12. • See attachment 6B for assessment materials developed by CCSE. REVI to discuss barrier assessment and needs for additional research or group discussion.
<p>4. Training and Education for Municipal Staff and Electrical Contractors Lack of knowledge about PEVs and EVSE</p>	<ul style="list-style-type: none"> • Discussed locally at PEV Workshop at CCSE on 6/14/12. • REVI to discuss its inclusion in Regional PEV Readiness Plan at future meeting when DOE project materials also provided. • Proposed EV Codes and Standards Training for municipal/agency staff in January 2013.
<p>5. Lack of Public Knowledge of PEV and EVSE Municipal outreach to Local Residents and Businesses</p>	<ul style="list-style-type: none"> • Discussed locally at PEV Workshop at CCSE on 6/14/12. • Discussed CVRP PEV owner survey results at 9/20/12 REVI meeting. • REVI to discuss its inclusion in Regional PEV Readiness Plan at future meeting when DOE project materials also provided.

**This Table is not an exhaustive list of barriers. These and other barriers are up for discussion by REVI.*

Regional Barriers/Solutions for Consideration in REVI PEV Readiness Plan

Barrier	Progress on Solutions – Preparation of Guidance Materials
<p>6. EVSE at Multi Unit Dwellings Consumer lack of knowledge regarding EVSE installation in these buildings. Need to educate and work with HOAs to identify and find solutions to unique building challenges.</p>	<p><i>Region is recognized leader on this issue.</i></p> <ul style="list-style-type: none"> • REVI guidance materials are to complement SDG&E efforts and materials. • Discussed by REVI at 5/17/12 and 7/19/12 meetings. Draft guidance materials were included in 7/19 meeting. Discussed CEC Funding for Multicharge project 9/20/12 • Members suggested working on this concurrently with state’s PEVCC multi-family dwelling working group, co-chaired by Joel Pointon, SDG&E • SDG&E holds monthly MUD workshops including one that was expressly for REVI. • SDG&E produced fact sheet on EVSE install process for MUDs. • REVI to re-engage on this at future meeting.
<p>7. Regional Planning for Public EVSE Siting Regional land use and transportation plans served as a basis to identify optimal public EVSE sites. In rollout of EV Project, experience was different from planning. Alternate approaches have been taken to increase public EVSE hosts and sites.</p>	<p><i>Region is recognized innovator on this issue.</i></p> <ul style="list-style-type: none"> • SANDAG to bring REVI documentation of initial EV Project approach to identifying optimal sites for publicly accessible EVSE using weighted criteria based on local land uses and transportation network. SANDAG produced regional maps of optimal Level 2 and DC Fast Charge sites with input from local EV Project stakeholder group. • Course corrections and alternative approaches to be discussed at future meeting.
<p>8. On Peak Charging – TOU Utility Rates A. Need to discourage charging when electricity supplies are in high demand and cost more. Support of time of use (TOU) pricing. B. High demand charges that impact EVSE host utility bills. Expensive metering options to access TOU rates.</p>	<p><i>Region is recognized leader on TOU PEV rates.</i></p> <p>A. Local standout area for solution/ use of TOU rates that encourage off-peak charging. SDG&E holds regular workshops on EVSE hosting and PEV Rates.</p> <p>B. Question for REVI: Is this a regional barrier to hosting EVSE? This was initially identified as a barrier in 2010.</p>
<p>9. Public Agency EVSE Installations Contracting issues have stalled many public agencies from taking part in The EV Project. Need to identify common project barriers and find solutions.</p>	<ul style="list-style-type: none"> • Discussed by REVI at 9/20/12 meeting and special add-on meeting held 9/26/12. • Proposed steps forward on this barrier (and meeting summary from 9/26) will be discussed under Agenda Item 7.
<p>10. Commercial and Workplace Charging Lack of understanding regarding benefits and approaches to understanding workplace charging.</p>	<ul style="list-style-type: none"> • Commercial installation issues discussed by REVI at 7/19/12 meeting. CEC Funding for workplace/commercial charging discussed at 9/20/12 meeting. • To be continued at future REVI meeting(s).
<p>11. PEVs in Government Fleets Procurement justification needed for local public fleets. Need to describe PEV benefits, including role in reducing municipal GHGs for Climate Action Plans.</p>	<ul style="list-style-type: none"> • Not discussed at REVI yet.

**DRAFT SAN DIEGO REGIONAL PLUG-IN ELECTRIC VEHICLE
READINESS ASSESSMENT**

Zoning and Parking

This section focuses on zoning and parking ordinances and policies for use of public electric vehicle charging infrastructure in the San Diego region. The first section identifies potential gaps and areas for improvement in local zoning and parking policies for EVSE from the results the San Diego PEV readiness survey. The next section will provide a summary of the actions taken to-date regarding addressing accessibility and parking guidelines for PEVs in the San Diego region. The final section there provides concise recommendations for zoning and parking polices in the San Diego region based on lessons learned since 2010.

Policy Gaps and Areas for Improvement- Zoning and Parking

From the PEV Readiness Survey of jurisdictions in the San Diego region, we have identified that most of the agencies in the region lack clear zoning and parking policies for EVSE. The table below highlights the results, but it is important to note that only 10% of jurisdictions are in the process of adopting zoning and parking requirements for EVSE.

TABLE X: Assessing Zoning and Parking Requirements for EVSE and PEVs

Percent	Agency Assessment
0%	Agency has already adopted requirements for EVSE that we feel would be a best practice example for the state of California
10%	Agency is in the process of adopting requirements for EVSE
0%	Agency is looking at other agency's requirements for EVSE to determine what is best for their jurisdiction
20%	Agency requires further information to determine requirements for EVSE
50%	Agency has only started to consider how to adapt requirements for EVSE
20%	Agency has not started to look at how to adapt requirements for EVSE

Additionally, it is important to the survey note that most (70%) of the jurisdictions surveyed indicated that future zoning and parking ordinances for EVSE installations will likely consider ADA compliance issues. All jurisdictions said that it would be helpful to have other best practice zoning and parking ordinances available for reference.

Again, while none of the jurisdictions responding to the survey have developed zoning and parking ordinances for EVSE installation, the City of Santee’s Planning Department responded that EVSE

installations are accommodated by existing ordinances. In addition, the City of San Marcos is in the process of conducting a comprehensive Zoning Ordinance update by the end of 2012 in which zoning and parking ordinances will be amended for EVSE.

Addressing Policy Gaps and Areas for Improvement

While the region lacks consistent policies PEV zoning and parking, there have been two jurisdictions working on developing internal policies. The section below describes the City of San Diego's work to address accessibility at PEV charging stations as well as parking guidelines currently being developed by the County of San Diego.

Addressing Accessibility

On April 19, 2012, The City of San Diego released Technical Policy 11B-1: Accessibility to EV charging stations, which provides accessibility guidelines for EVSE installations in the city. The guidelines originated with a previous document prepared by the Division of the State Architect developed in 1997 titled "Interim Disabled Access Guidelines for Electrical Vehicle Charging Stations" (see Appendix).

Technical Policy 11B-1 was developed to ensure uniform and consistent enforcement by review and inspection staff. This policy applies to the installation of EVSE in both new and existing construction within the City of San Diego. According to the policy, EVSE in non-public areas, such as rental car agencies, car dealerships with EVSE, etc. are not required to be accessible.

The results of the San Diego PEV Readiness survey indicated that all jurisdictions polled identified it would be helpful to have other city or agency PEV infrastructure requirements available for reference. As a result, this policy was distributed to regional PEV stakeholders, including all 19 jurisdictions within the San Diego region, where it received positive feedback

In May 2012, CCSE contacted each jurisdiction with a call to action to implement these EVSE accessibility guidelines. The overarching goal of distributing these guidelines was to reduce duplicative efforts and catalyze the development of policies that reduce barriers to PEV infrastructure deployment. That said, CCSE personally shared the San Diego Technical Policy 11B-1 with the following municipalities and PEV stakeholders: the City of Long Beach, City Santa Monica, City of Riverside, along with Colorado Clean Cities. The call to action was observed by the National Clean Cities coordinator, and the San Diego Technical Policy 11B-1, along with CCSE's recommendations for municipality implementation was distributed to Clean Cities groups across the country.

Parking Guidelines

The County of San Diego is in the process of updating their Parking Design Guidelines to the County Planning Commission. A sub-section of that document speaks to the Clean Air Vehicle Parking standard for new non-residential uses as it complies with the California Green Building Standards Code (CGBSC). The ordinance strictly refers to the CGBSC for guidance. Additionally, the PEVC toolkit, developed through collaboration between the PEV Collaborative and six regions across the state also reference the CGBSC this code as a best practice jurisdictions should follow. Specifically, the CGBSC states that there

new construction should provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles, including PEVs for up to 10% of total designated parking spaces.

Recommendations for Regional Next Steps

Based on the feedback from the PEV Readiness survey, we have identified that there is a lack of clear policies focused on zoning and parking for EVSE. Further, jurisdictions across the region are interested in receiving information on how other agencies have developed these policies. Over the past year, regional stakeholders have begun to address some of these issues which are highlighted in the previous section. However, there are additional areas where clear guidance is needed.

Through the lessons learned in San Diego and a review of national and state best practices, we have identified a concise list of zoning and parking policies for jurisdictions to implement throughout the San Diego region. These recommendations are focused on parking accessibility, signage and enforcement. Please note that a complete list of best practices reviewed in preparation of this plan is included in the Zoning and Parking section of the Appendix.

EVSE Parking Accessibility

Recommendation: Utilize the City of San Diego Technical Policy 11B-1 as policy for installing charging equipment serving accessible EVSE.

Benefits: Provides a simple template for adopting accessible zoning and parking guidelines for PEVs and EVSE. This makes available three options that will ultimately lower the cost of installation for installers and EVSE hosts.

Ancillary Benefits: Includes guideline developed by the Division of the State Architect and 2010 California Building Code (CBC) that requires accommodations and services to be made accessible to persons with disabilities.

As mentioned previously, a complete description of City of San Diego Technical Policy 11B-1 specifications for disabled accessible EV charging stations and requirements can be found in the Appendix.

Signage and Parking

Recommendation: Collectively adopt across the San Diego region, the Interim Approval for Optional use of a General Service symbol sign that provides drivers direction to public EVSE. (See images below)

Benefits: Standardizing signs for PEV parking across the San Diego region will decrease costs, create uniformity and align the region with the national PEV-signage policy currently endorsed by the U.S. Department of Transportation Federal Highway Administration (FHWA).

Regional Enforcement Policy for PEVs

Recommendation: Adopt the City of Santa Monica parking enforcement policy as amended in 2002 as a PEV Parking Enforcement Policy in all PEV-designated spots for jurisdictions in the San Diego region.

Enforcement Policy to be Adopted

City of Santa Monica 3.12.835 Electric vehicle parking: No person shall park or leave standing any non-electric vehicle in any parking space equipped with an electric vehicle charger. (Amended by Ordinance 2037CCS §1, adopted 2/26/02)

Note: The City of Santa Monica has amended the above ordinance. A copy of the electric vehicle policy can be found in the updated City of Santa Monica Municipal Code.

DRAFT

Permitting and Inspection

This section focuses on the permitting and inspection processes for the installation of residential and non-residential EVSE in the San Diego region. The first section recognizes the barriers and potential policy gaps towards creating local permitting and inspection requirements for EVSE from the San Diego PEV readiness survey results. The next section provides a summary of the actions taken to-date regarding addressing permitting requirements for PEVs in the San Diego region. In order to tackle the identified barriers, the final section will provide concise recommendations to streamline the EVSE permitting and inspection processes for jurisdictions in the San Diego region.

Policy Gaps and Areas for Improvement: Permitting and Inspection

From the PEV Readiness Survey of jurisdictions in the San Diego region, we have identified there is a substantial need for jurisdictions requiring further information to determine permitting and inspection requirements for EVSE. The table below displays the results. Despite this need for further information, however, only 28% of jurisdictions are looking at other agency's requirement for EVSE to determine what is best for their jurisdiction.

TABLE X: Assessing Permitting and Inspection of EVSE in the San Diego Region

Percent	Agency Assessment
0%	Agency has already adopted requirements for EVSE that we feel would be a best practice example for the state of California
14%	Agency is in the process of adopting requirements for EVSE
28%	Agency is looking at other agency's requirements for EVSE to determine what is best for their jurisdiction
43%	Agency requires further information to determine requirements for EVSE
0%	Agency has only started to consider how to adapt requirements for EVSE
14%	Agency has not started to look at how to adapt requirements for EVSE

It is necessary to mention that only the City of Carlsbad and the City of Encinitas reported to have a unique PEV infrastructure permit (as compared to 240V service equipment), whereas 71% of agencies do not have a unique permit dedicated for EVSE installation. It is also important to note that over half of the respondents (57%) stated that additional permits for trenching or replacing concrete are required, while 28% of jurisdictions were not sure. The City of Encinitas was the lone city to require an additional permit for trenching and concrete work. Responses varied when jurisdictions answered if a permit is required for ADA compliance, with 43% of jurisdictions not sure and 28% requiring a permit.

Lack of Jurisdictional Knowledge of EVSE Permitting and Inspection Best Practices

While only 14% of respondents are in the process of adopting requirements for EVSE, over half of agencies surveyed (57%) indicated that it would be helpful to have other city or agency permitting and inspection EVSE requirements available to reference that had been identified as an example of best

practices in the state of California. This again, highlights the need for permitting and inspection best practices to be distributed throughout the region.

When directly asked how they have created the permit and inspection requirements for EVSE installation in their jurisdiction, there appeared to be a lack of consultation with outside agencies. In fact, none of the jurisdictions surveyed reported that they consulted other agencies or looked at other city requirements for EVSE installations. In fact, 57% of jurisdictions replied that they have developed permitting and inspection requirements for EVSE through their own staff. Fortunately, a significant percentage (71%) stated that they would be willing to share their own permitting and inspection requirements with regional partners if they felt these documents would be helpful to share as a best practice.

Regional Variation of EVSE Permit Costs

For the majority of installations, the type of permit (e.g. electrical, building, planning entitlement, etc.) and cost of the permit vary widely throughout the San Diego region. Each of these variables is contingent on the kind of the permit, which is listed as single family residence, commercial or multi-family units, open parking lot, or on-street parking permits. The table below shows the permitting cost by permit type.

TABLE X: Costs of EVSE Permits by Type

Type of Permit	Permit Cost			
	<\$100	\$101-\$250	\$251-\$500	>\$501
Single Family Residence	14%	57%	28%	0%
Commercial/Multi-Family Unit	14%	43%	28%	0%
Open Parking Lot	14%	43%	28%	0%
On-street Parking	14%	57%	14%	0%

Permit cost for installations vary in the region, as 57% of jurisdictions state that the majority of their permits cost between \$101 to \$250 and 28% of jurisdictions charge between \$251 to \$500. Only 14% of jurisdictions charge <\$100 for an EVSE permit for each type of installation. It is important to point out that the City of San Marcos is the only city with and EVSE of every type <\$100.

Lengthy Permitting Delays for Commercial, Multi-Family and Other Public Installations

After the EVSE is installed, all jurisdictions polled stated that applicants can call the office to request an inspection date and time for the EVSE installation, while 71% allow applicants to mail in the inspection request. This process would likely be streamlined if online services were available; however, only 14% of jurisdictions allow their applicants to request an EVSE installation inspection online. When reporting the number of business days it takes to provide an inspection of the EVSE after it is requested, 14% of agencies stated same day inspection services, while the majority of agencies (57%) reported it took 2-5

days. Some agencies (29%) stated that the EVSE inspections are based on a number of factors and time ranges could not be determined. See the table below for more detailed information on wait time.

TABLE X: Time to Issue EVSE Permits by Type

Type of Permit	Time to Issue Permit				
	Same Day	2-5 days	6-10 days	3-5 weeks	>5 weeks
Single Family Residence	72%	0%	28%	0%	0%
Commercial/Multi-Family Unit	28%	0%	57%	0%	0%
Open Parking Lot	28%	0%	57%	0%	0%
On-street Parking	14%	0%	57%	0%	0%

Lack of Jurisdictional Knowledge of EVSE Installation Checklist Best Practices

In terms of specific PEV infrastructure permits, 71% of jurisdictions do not have a unique EVSE permit. In support of this regional trend, 71% of survey respondents identified that their jurisdiction does not have an exclusive inspector checklist for EVSE installation. Despite the lack of permits specifically for EVSE throughout the region, all respondents identified that their jurisdiction offers over the counter permits for EVSE installations. Many of the jurisdictions do not offer online permitting services (14%), while almost 43% allow applicants to mail in a hard copy EVSE permit application. All respondents stated that applicants can call the city permitting office to check on the status of their permit for their EVSE installation. Again, online services are limited in the San Diego region, as only 14% allow applicants to check their EVSE permit status online.

Permitting Inspection Requirements

Prior to the installation of the EVSE, the vast majority of jurisdictions require plans or blueprints in a permit application (86%), while only 28% require load calculations and over half (57%) require the applicant to notify San Diego Gas & Electric that a permit for an EVSE installation has been pulled. Certain jurisdictions listed other requirements, such as the City of Encinitas, which requires utility notification in the case a panel upgrade is needed to complete the installation of the EVSE.

TABLE X: Inspections Required for EVSE Installations

Type of Permit	Inspections Required					
	Plan Check Only	Pre-inspection	Post-inspection	Pre & Post inspection	1+ Pre & Post inspection	Intermediate & post-inspection
Single Family Residence	0%	0%	85%	0%	14%	0%
Commercial/Multi-Family Unit	0%	0%	72%	0%	28%	0%
Open Parking Lot	0%	0%	72%	0%	14%	0%

On-street Parking	0%	0%	57%	0%	14%	0%
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For further analysis of the EVSE inspection processes of San Diego jurisdictions, please see the Appendix.

Addressing Policy Gaps and Areas for Improvement

While the region varies in costs for EVSE and has significant time delays for EVSE permits to be issued for non-residential installations, the City of San Diego has issued an information bulletin in an effort to streamline the EVSE permitting and inspection process. The section below describes the City of San Diego’s work to address the permitting and inspection process for the installation of an electric vehicle charging station

Standardizing the EVSE Permitting and Inspection Process

In March 2012, the City of San Diego released an *Information Bulletin (IB) 187: How to Obtain a Permit for Electric Vehicle Charging Systems*. This document is the result of many months of work and collaboration with city officials, installers and other stakeholders. The outcome has been overwhelmingly positive for the public, EVSE installers, and city staff, as this policy has increased permitting efficiency and reduced confusion among the City of San Diego’s permitting and inspection staff.

IB 187 describes the permitting and inspection process for the installation of an EVSE on an existing site or building in the City of San Diego. IB 187 includes a detailed description of the documents and plans required during submittal, such as site plans, floor plans and electrical plans and calculations. The document also includes a link for online permitting and instructions for over-the-counter services, along with a breakdown of the total fees for residential private garage installations. The bulletin also defines sub-metering procedures, which state that if a customer decides to install a sub-meter to take advantage of an EV-TOU rate offered by SDG&E, the installation shall conform to the SDG&E PEV PILOT drawings (LINKsee Appendix) and utility staff shall be notified in advance.

Based on feedback from the San Diego PEV Readiness survey, CCSE indicated that all jurisdictions polled identified that it would be helpful to have other city or agency PEV infrastructure requirements available to reference. Furthermore, because this is a nascent market, CCSE has taken an active role to reduce duplicative work throughout the region by sharing these best practices.

In a call to action, CCSE disseminated IB 187 to all 19 jurisdictions with specific implementation guidelines for regional municipal staff. The steps are outlined are as follows:

- Distribute the *Information Bulletin (IB) 187: How to Obtain a Permit for Electric Vehicle Charging Systems* to the appropriate staff (e.g. Planning and Development Departments)
- Encourage appropriate staff to carefully review this IB
- Compare to existing policies/guidelines, however,

- If policies and guidelines are non-existent, encourage staff to use the IB 187 as a template when creating permitting and accessibility guidelines and codes associated with the installation of plug-in electric vehicle infrastructure

Additionally, CCSE staff has shared this document, along with the same set of recommendations with other municipalities in the Southern California region, such as the City of Santa Monica, the City of Long Beach, the City of Riverside, as well as DOE Clean Cities groups across the country.

Recommendations for Regional Next Steps

Based on the feedback from the PEV Readiness survey we have identified there is a substantial need for jurisdictions requiring further information to determine permitting and inspection requirements for EVSE. Further, jurisdictions across the region are interested in receiving information on how other agencies have developed these requirements. As mentioned previously, regional stakeholders have begun to address some of these issues over the past year. However, there are additional areas where clear guidance is needed.

Through the lessons learned in San Diego and a review of national and state best practices, we have identified a concise list of EVSE permitting and inspection policies for jurisdictions to implement throughout the San Diego region. Regional adoption of these recommendations has the potential to streamline the permitting and inspection process for commercial applications, which will increase deployment of public EVSE and utility notification from municipalities of EVSE permits would enable SDG&E to have a more robust and accurate picture of the EVSE regional charging points. Please note that a complete list of best practices reviewed in preparation of this plan is included in the Permitting and Inspection section of the Appendix.

EVSE Electrical Contractor Self Inspection/Permitting for Residential Installations

Recommendation: Leverage the Oregon Minor Label Program for specific residential installation scenarios. In this program electrical contractors are issued minor labels, inexpensive permits for minor electrical and plumbing residential and commercial installations. Only licensed electrical and plumbing contractors can buy and use minor labels.

Benefits: Significantly reduce the permitting cost and inspection times for a residential EVSE installation.

Regional Adoption of EVSE Permitting Guidelines Non Residential EVSE

The number of EVSE installed on commercial properties is minimal compared to residential installations in the San Diego region. As the demand for public infrastructure increases, commercial installations will become more prevalent.

Recommendation: That each jurisdiction in the San Diego region publishes a guideline on the requirements for obtaining an EVSE Permit for commercial installations.

Benefits: Taking a proactive approach to streamline the EVSE permitting and inspection process to prevent future delays and problems before commercial and workplace EVSE installations begin to increase.

Develop EVSE Permit Municipality-Utility Communication Channel

There is a need for a coordinated and efficient notification process to SDG&E when a PEV/EVSE is purchased in the San Diego region.

Recommendation: Create a utility-jurisdiction EVSE communication channel in each jurisdiction in the San Diego region. Whereby, the permitting office or responsible party in each jurisdiction will establish a protocol to contact SDG&E when a residential (and commercial) EVSE permit is pulled in any jurisdiction. Identify direct contacts at the utility and the jurisdiction to facilitate this communication.

Benefits: SDG&E will be able to accurately track the number of residential and non-residential EV charging station and properly plan for increased load due to charging.

Ancillary Benefits: Customers will have greater access to SDG&E EV Time-of-use rates (EV TOU), and advise customer on meter installation options that are in line with the EV rate the customer prefers.

Building Codes

This section focuses on the building code requirements for the installation of residential and non-residential electric vehicle charging stations in the San Diego region. The first section leverages results of the San Diego regional PEV readiness survey focusing on building code requirements to identify policy gaps and areas of improvement. The next section provides a summary of the actions taken to-date to address barriers to PEV deployment with respect to building codes in the San Diego region. The final section provides suggested recommendations regarding PEV friendly building code policies for jurisdictions throughout the San Diego region.

Policy Gaps and Areas of Improvement-Building Codes

Based on the feedback from the PEV readiness survey, none of the jurisdictions responding have adopted building code requirements for EVSE installations, nor does any jurisdiction have unique building code requirements for new construction. Furthermore, over 63% of the jurisdictions responded that their agency requires further information to create building code requirements for EVSE, see table X for more detail.

TABLE X: Assessing Building Code Requirements for EVSE

Percent	Agency Assessment
0%	Agency has already adopted requirements for EVSE that we feel would be a best practice example for the state of California
0%	Agency is in the process of adopting requirements for EVSE
12%	Agency is looking at other agency's requirements for EVSE to determine what is best for their jurisdiction
63%	Agency requires further information to determine requirements for EVSE
0%	Agency has only started to consider how to adapt requirements for EVSE
25%	Agency has not started to look at how to adapt requirements for EVSE

Addressing Policy Gaps and Areas of Improvement

As reported in the survey results, none of the municipalities in San Diego region responding to the survey have adopted unique building code requirements specifically written for electric vehicle infrastructure. In this regard, information on best practices, such as the Green Building Codes adopted by the City of Los Angeles, have been introduced to municipal staff attending the San Diego PEV readiness workshop in June, and other resources and examples of EVSE-friendly building codes have been made available on the *Plug-in & Get Ready* website.

Coincidentally, the vast majority of jurisdictions (88%) in the survey stated that it would be helpful to have other city or agency building code best practices available to reference. The City of San Marcos, however, stated that they are developing requirements solely using internal staff. In addition, 88% of

agencies responded they would be willing to share best practice documents with regional partners, if they felt their building code requirements were identified as a best practice example in the state.

In reality, the process, including anticipated timelines and the formal decision-making process for adopting EVSE-friendly building codes into local municipal codes needs to be clearly understood for each jurisdiction. This is evident in the survey results where majority of agencies were uncertain how long it would take their jurisdiction to adopt new building code requirements. The City of Lemon Grove, though, stated that these requirements would be adopted within six months at the time of the survey.

While not specific to EVSE, the City of Chula Vista has adopted requirements for PV system requirements¹ in all new residential units (Ordinance 15.24.065 Photovoltaic pre-wiring requirements). These systems include electrical conduit specifically designed to allow the later installation of a PV system which utilizes solar energy as a means to provide electricity. Building permits will not be issued unless these requirements are incorporated into the building plans.

Recommendations for regional next steps

Based on the feedback from the PEV Readiness survey, we have identified that jurisdictions in the region do not have specific building codes for EVSE. However, jurisdictions across the region are interested in receiving information on how other agencies have developed building codes. Additionally, there is also uncertainty regarding the process each jurisdiction has to update building codes.

Through the lessons learned in San Diego and a review of national and state best practices, we have identified the following recommendations for the San Diego Region. These recommendations are focused on understanding building code processes and potential barriers as well as pre-wiring for new construction. Please reference the building code section in the appendix for a complete list of best practices reviewed in preparation for this document.

Understanding Building Code Timelines and Processes

Recommendation: Prepare a building code review to gain a better understanding of potential barriers to PEV deployment. As part of this review, develop a clear outline of the processes, decision makers and timelines associated with updating building codes in each of the 19 jurisdictions across the San Diego Region.

Benefits: Having a better understanding regarding building code processes and potential barriers will help in developing proposed solutions via building code updates.

Pre-wiring for EVSE in Non-Residential New Construction

¹ <http://www.codepublishing.com/ca/chulavista/html/ChulaVista15/ChulaVista1524.html>

Recommendation: Jurisdictions across the San Diego Region adopt the voluntary CALGreen building code language (A5.106.5.3.1) as mandatory in new non-residential construction. The specific code identifies the following:

For each space, provide one 120 VAC 20 amp and one 208/240 V 40 amp, grounded AC outlets or panel capacity and conduit installed for future outlets for up to 10% of total designated parking spaces for low-emitting and fuel efficient vehicles, which includes PEVs.

Benefits: Uses an existing policy mechanism already endorsed by the State of California. Significantly reduces the cost associated with the installation of EVSE.

Pre-wiring for EVSE in New Residential Construction

Recommendation: Regionally adopt an ordinance amending the Municipal Code of each jurisdiction in the San Diego region, Article to incorporate the following provisions from Electric Vehicle Supply Wiring codes as taken from the City of Los Angeles Green Building Code:

Provide a minimum number of 208/240 V 40 amp, grounded AC outlet(s), in both single and multi-family unit dwellings. The outlet(s) shall be located in the parking area and have a minimum of the following.

Single Family Dwellings: 1 per unit.

Multi-Family Unit Dwellings: 5% of parking capacity.

REVI Special Meeting September 26, 2012: Focus on EV Project Contracting
MEETING SUMMARY

Attendees:

Brett Caldwell, San Diego County Regional Airport Authority
Mark Delin, City of Del Mar
Mike Grim, City of Carlsbad
Andy Hoskinson, ECotality
David Houser, City of Carlsbad
Peter Livingston, County of San Diego
Andrew McGuire, City of Chula Vista
Joel Pointon, SDG&E
Brendan Reed, City of Chula Vista
Randy Schimka, SDG&E
Chris Schmidt, CalTrans
Kathy Valverde, City of Santee
Randy Walsh, Meissner Jacquet
Tony Williams, Quick Charge Power
Susan Freedman, SANDAG
Allison King, SANDAG
David Almeida, CCSE
Tyler Petersen, CCSE

ITEM #1: Overview of issues and concerns from public agencies

David Almeida, California Center for Sustainable Energy (CCSE), welcomed everyone to the meeting and explained that this special meeting was requested by public agency REVI members. He described the focus of the meeting on the common issues municipalities and agencies are experiencing in contracting with ECotality to through the EV Project.

Mr. Almeida highlighted the main issues that agencies are trying to address:

- Uncertainty in the contracting language with reference to operating and maintenance costs.
- Lack of understanding in what happens after the contract ends
- Many agencies have budget restrictions and lack of upfront capital for public electric vehicle infrastructure

Mr. Almeida also distributed a blank ECotality Charging Site Host Agreement and the signed Host Agreement between Encinitas and ECotality.

ITEM #2: Questions and Concerns

Chris Schmidt, CalTrans, asked for clarification on what amendments agencies are typically making to the Host Agreement with ECotality. He described that some amendments could clarify the rights and responsibilities of each party and other aspects that are not in the standard agreement. He also

expressed his concern surrounding what happens to the assets when the contract with ECotality ends, and what options local jurisdictions have to operate and maintain the chargers.

Mr. Schmidt commented that CalTrans will need to see if other electric vehicle service providers (EVSP) will want to bid on these assets. Mr. Schmidt further commented that if the existing agreement is modified to continue beyond the life of the EV Project public agencies will need to go through a procurement process, including a formal request for proposals (RFP) to have third party operation and maintenance of the chargers. He commented that having standardized language for both providing this public infrastructure and the ongoing operations and maintenance will allow for competition from all EVSPs.

Mr. Schmidt then brought up another issue concerning a section of the California Public Contract Code (PCC). He explained that *PCC Section 1063.065* includes language that may preclude any person or firm that has been awarded a consulting contract for construction, the possibility of bidding on the operation of future projects. He explained that the Caltrans attorney are unclear if this will preclude ECotality from bidding on future contracts to operate and maintain charging stations installed on CalTrans property after the end of the EV Project. Both CalTrans and the San Diego County Regional Airport Authority attorneys have looked into this but nothing has been decided.

Brett Caldwell, San Diego County Regional Airport Authority, stated that the Airport Authority has experienced the same issues as CalTrans with respect to the uncertainty as to what happens after the contract and the possible preclusion to contract with ECotality. Airport General Council will make the final decision on approving particular language.

David Hauser, City of Carlsbad, stated that the City is looking at whether it's better to bid out to ECotality or other providers. Mr. Hauser stated that the City's main concern is cost effectiveness or continuous service, such as pricing structure and cost recovery. Mr. Hauser also stated that it is difficult to give firm commitment from a jurisdiction standpoint because staff has to go to City Council for confirmation. Furthermore, the City already has electrical contractors on board and a non-prevailing wage contractor.

Brendan Reed, City of Chula Vista, commented that the City has no capital to invest in public EVSE infrastructure and expressed that the city is looking to have a turnkey contract that operates, maintains, and markets the chargers. He explained that the City would be essentially leasing the space and customers would pay for the vehicles to get charged. Mr. Reed commented that the City released an informal request for quotes to EVSPs for the turnkey option that he described. He further explained that the City has always struggled with life after the EV Project and is looking for a longer term contract with an EVSP. The contract would likely start out with a first phase, roughly 6 sites, and then expand if sites are successful with high usage; the City listed 24 sites in the request for quotes. Mr. Reed would also like to incorporate a car-sharing project in the City. The goal is to provide infrastructure to support the Climate Action Plan.

Mark Delin, City of Del Mar, commented that the City has a limited number of possible sites and a larger installation subsidy would help increase EVSE deployment in the City.

Peter Livingston, County of San Diego, commented that the County is looking for EV chargers for fleet use for their employees and then later for the public use. The County is putting out a portfolio of sites and would like to have a 5 year agreement where the County would pay a reasonable price of electricity

in a cost sharing agreement. He also explained that under this arrangement, the EVSP would charge the market rate and there would be plans to integrate sites where more chargers are needed. The County would get a nominal fee to host the chargers and the agreement would be similar to the coffee cart model. In this model, the County provides the property and a vendor provides the all necessary investments to install and operate a business.

Mr. Livingston stated that the first phase would be integrated with a solar canopy, and then expanded to a second phase based on assessment of usage. The County is not interested in making money, just covering costs. The agreement would also include a second meter inside the unit.

Mr. Schmidt asked if there is an issue with disclosing installation costs. Andy Hoskinson, ECOTality, responded that there all contracts with the EV Project are public record, so there should be no issue with disclosing that information. Mr. Hoskinson did state, however, that the subsidy amount varies by location depending on when the installation occurred during the term of the EV Project.

Mr. Hoskinson proposed that jurisdictions work to identify ideal charging sites to create a potential pool for EVSE installations. He further explained that he could be able to get buy-in from ECOTality management for a restructuring of the host agreement if he could demonstrate the demand from agencies.

In order to start this process, Mr. Hoskinson asked agency staff to provide the following:

- Potential sites for EVSE installation
- Process of decision-making channels to get installations approved
- Timeframe for getting through the decision-making process

Mr. Hoskinson also stated that each City will need to have their legal counsel involved immediately, so as to expedite the process.

Mr. Hoskinson then noted some of the standard amendments agencies are making to the host agreement.

ITEM #3: Action Items

- Mr. Hoskinson will send out standard amendment language and CCSE will distribute to all REVI members.
- Airport General Council plans to make the final decision on approving particular language in host agreement. CCSE staff will distribute the language to REVI as a best practice.
- CCSE staff will identify jurisdictions that have assembled a site selection plan, and then aggregate the plans into a single San Diego regional siting plan.
- Within the site plans, CCSE staff and municipal staff will select high priority sites and target spaces that are ADA compliant and meet all local zoning and parking ordinances.