

## **AGENDA**

### **ANC 6A Transportation & Public Space Committee Meeting**

**Monday, October 17, 2022 at 7:00 pm**

**Virtual Meeting via Zoom**

**For those attending via Zoom: use this link: <https://us06web.zoom.us/j/83449467483>**

**Call-in Number: 1 301 715 8592**

**Webinar ID (access code): 834 4946 7483**

**One tap mobile: +13126266799,,83449467483#**

**Public Meeting – All are welcome**

*Community comment welcome; may be limited to 2 minutes to provide a chance for everyone to speak. Community comment time will be opened after each Old and New Business item.*

- I. Call meeting to order.
- II. Introductions & Announcements (5 minutes)
- III. Old Business
  - A. Review pending Traffic Safety Investigation (TSI) requests.
  - B. Discuss curbside electric vehicle charging with DDOT representative, including progress on vendor permits granted under the DDOT regulation (<https://ddot.dc.gov/page/electric-vehicle-charging-station-program>), alternative/additional curbside solutions beyond the DDOT regulation, and limitations on use of Level 2 charging cables over the sidewalk.
- IV. New Business
- V. Additional Community Comment (time permitting)
- VI. Adjourn meeting

## Frequently Asked Questions

**1. How much will parking and charging cost?**

A charging session will incur both a parking meter rate, set by DDOT, and a charging rate, set by the vendor. DDOT has established \$1.00/hour as the rate for parking while charging and \$10/hour while idle. Escalated parking meter rates will be applied 20 minutes after the vehicle is no longer actively charging. This is to incentivize turnover and efficient use of the charging station. Vendors are required to provide customers with real-time updates of the vehicle's charging status. The charging station vendor sets the rate for charging. The total cost of the session will include both parking and charging rates to be collected by the vendor.

**2. What are the parking restrictions? How long is the maximum allowable charging session?**

The hours of enforcement are between 9:00 a.m. and 8:00 p.m. each day. During this time, parking is restricted to electric vehicles and the maximum allowable session during this time is 4 hours. When chargers are located on blocks with Residential Permit Parking (RPP) restrictions, the 2-hour parking restrictions will not apply.

**3. Are chargers permitted on blocks with Residential Permit Parking (RPP) restrictions?**

Yes. The goal of the program is for chargers to be available close to where EV owners live. Parking restrictions around EV charging stations supersede the two-hour parking restrictions provided by the RPP program.

**4. How can I request a charger on my block?**

Residents are encouraged to connect with their neighbors, Advisory Neighborhood Commission, and a charging station vendor to identify an ideal location for an EV charger. Demonstrating support for a charger will help vendors gauge where demand is highest for chargers and plan their network accordingly. Currently, the program is open to vendors only.

**5. Why is the program only available to charging station vendors?**

There are three main reasons why the program is only available to vendors at this time.

- i. The infrastructural requirements of siting a charger are complex and costly for an individual.  
While cost of procuring a level 2 charger may be affordable for some, the cost and process to install the charger in public space and connecting it to the grid is expensive and complicated. The grid at most curbsides in the District, currently, cannot support a charger. So, siting a charger will often require Pepco to upgrade the grid capacity at the proposed location which, itself, entails excavation and electrical work. The infrastructural requirements and multidisciplinary coordination necessary to install the asset in public space present substantial barriers to individuals participating in the program. As such, the program is limited to charging station vendors who are best equipped to navigate and finance this process.
- ii. The challenges presented by individuals owning publicly-accessible infrastructure in public space are numerous and difficult to reconcile.

As a matter of policy, if DDOT were to permit individuals to participate in the program and own a charger in public space, the agency would not restrict use of that charger to the owner. The charger would be a neighborhood resource. With that in mind, a private individual's ownership of a publicly-available asset in public space poses many policy questions that are difficult to answer: who is responsible for maintaining the charger in a state of good repair; should the District cite the owner if a charger remains out-of-service for an unreasonable amount of time; who is responsible for the charger if the owner relocates; and, who collects the parking meter and charging rate. While these questions may have conceivable answers, considering the other barriers to individuals' participation in the program, DDOT agrees that limiting the program to charging station vendors creates a practical regulatory environment to effectively manage the program.

- iii. The statutory requirements of the enabling legislation, the [Electric Vehicle Public Infrastructure Expansion Act of 2017](#), includes equity and data sharing requirements with which an individual cannot comply. The EV Public Infrastructure Expansion Act requires that chargers be dispersed throughout all eight Wards and that the permit holder transmit usage data to the District. DDOT agrees that these requirements would be inappropriate to impose on an individual.

## **6. Why did DDOT choose to expand the charging network via a public space permit?**

DDOT chose to proliferate chargers through the public space permitting process for three reasons:

- i. The coordination needed to install charging stations is best orchestrated by DDOT's Public Space Regulation Division.
- ii. DDOT does not have enough information to pre-select locations that meet each requirement to successfully host a charger.
- iii. Expanding the number of charging station vendors will diversify the services offered to EV owners.

More on the rationale behind the policy decisions reflected in this program can be found, [here](#), in the preamble of the second proposed rulemaking on curbside EV charging.

## **7. Why did DDOT not standardize a charging rate?**

DDOT did not include regulations standardizing a tariff or a charging rate because DDOT does not have a formal role in the rate-making process. The cost of electricity charged to residences, commercial entities, and other customers, e.g. a charging station vendor, in the District is determined by Pepco and the Public Service Commission (PSC), not DDOT. Additionally, standardizing a rate would inhibit a vendor's ability to offer a flexible pricing framework to customers. For example, some vendors charge a usage fee per kilowatt-hour, some vendors permit unlimited charging with a membership fee, and some vendors charge a membership fee and have usage fees for non-members and discounts for members. Some vendors implement a dynamic pricing framework across their charger network to incentivize charging at different times and locations. DDOT believes that this flexibility is a benefit to the program and

encourages vendors, Pepco, and the PSC to work together to ensure that rates are comparable to surrounding jurisdictions and not detrimentally high.

**8. Can DDOT retrofit existing streetlights to support charging capabilities?**

DDOT had explored this possibility and determined that such a retrofit is not feasible. Streetlights do not have a voltage high enough to support Level 2 charging and upgrading the infrastructure to do so would be cost prohibitive. Retrofitting streetlights would not meet the requirements of this program's enabling legislation that stations provide Level 2 charging, be capable of charging more than one vehicle simultaneously, and collect the required data to be included in the annual report.