

# Electric Vehicle Charging Facilities Code TAG

## Meeting Notes

**Date:** Thursday, August 31, 2023

**Meeting Location:** Hybrid – Washington Room/WebEx

### Call to order:

Greg Metz

### Attendance:

TAG Members present: Greg Metz (DLI), Karen Gridley (DLI), Nick Erickson (Housing First Minnesota), William Pim (Electric Utilities), Barry Grieve (BOMA), John Taylor (AMBO), Rachael Spires (MN AIA), Scott Anderson (Large Municipalities)

Guests attending: Amanda Spuckler (DLI), Chad Payment (DLI), Brittany Wysokinski (DLI), Don Sivigny (DLI), Dean Hunter (DLI), Josiah Moore (DLI), Rich Lockrem (DLI), Michelle Dreyer, Kyle Berndt, Jordan Nelson, Jeff Boumeester, Carolyn Berninger, David Baum, Gary Thaden, Jeffrey Lantto, Olivia Richert, Sarah Psick, Kyle Dimler, and Steve Elkins

1. Call to order
2. Reviewed draft code language for electric vehicle (EV) charging facilities. Discussion of specific draft section are detailed below.

### Definitions – EV Capable Spaces and EV Ready Spaces

TAG members reviewed the following definition for EV capable spaces:

is a parking space for which there is sufficient electrical capacity available and installed on the premises to supply level 2 charging equipment that may be installed in the space in the future.

For non-building locations, the power supply may be from a source other than the building electrical service. For parking decks, parking garages and similar locations the power supply shall be from the building electrical service.

Electrical raceways for conductors to supply the charging equipment shall be installed from the electrical supply location to the future charging equipment location for the portions of the raceway route that is

underground or behind finished surfaces. Exposed or surface mounted raceways may be installed at later date.

TAG members also considered a suggestion to include electrical cables and conductors in addition to raceways.

The TAG members reviewed the following definition for EV ready space:

Electric vehicle ready space- is a parking space for which there is sufficient electrical capacity available and installed to the parking space to supply level 2 charging equipment that may be installed in the space in the future.

For non-building locations, the power supply may be from a source other than the building electrical service. For parking decks, parking garages and similar locations the power supply shall be from the building electrical service.

#### Section 8.9.1.3 Identification

The TAG consensus is to not require signage for EV ready spaces and not to require the sign to be mounted between 60 and 66 inches above the parking space because it is not an accessible space.

#### Table 8.9.2 EVSE-Installed, EV-Ready and EV Capable Space Requirements

TAG members discussed the EVSE installed, EV ready, and EV capable space requirements by occupancy. The TAG members considered different requirements for transient use spaces. Conservative and optimistic projections and Governor Walz's goals for EV adoption were also reviewed. TAG members discussed revising the table to require commercial buildings to have 2 percent of spaces be equipped with EVSE for a total quantity of not less than 2 spaces, 5 percent of spaces to be EV ready, and no EV capable spaces. TAG members also discussed revising the table to require 5 percent of spaces to be EVSE installed, 5 percent to be EV ready, and 5 percent to be EV capable in parking lots serving multifamily housing.

## **Next Meeting:**

Date: September 14, 2023

Time: 1:00 PM

Location: Hybrid – Washington Room/WebEx Event

**Meeting Adjourned:** 3:00 PM

**Prepared by:** Greg Metz