



22 Station and PVNC Town Hall

EV Charging in Building 4 Proposal

October 13, 2022



CT4021



This document is meant to be reviewed with the accompanying oral commentary. Without the accompanying oral commentary, readers may not obtain a complete understanding of the Electric Vehicle Charging Station proposal for the Building 4 parking area.

Agenda

- Introduction
- Proposed Potential EV Charging Station Solution for Building 4 Garage Area
- Open Forum for Owners

Introduction

- 22 Station and PVNC are evaluating a potential Electric Vehicle Charging Station (EVCS) solution in the Building 4 garage area for 22 Station and PVNC homeowners.
- Purpose of Town Hall
 - Inform Owners of Plans under Consideration
 - Exchange of Owner Viewpoints
- Town Hall Meeting Protocols
 - During presentations no interruptions
 - Everybody except presenter will be muted.
 - Submit questions online at www.22station.com/townhall/
 - During Open Forum:
 - Only one speaker at a time; all others will be muted.
 - To speak, “raise hand”, be recognized, and unmuted
 - Speaking time will be limited to 3 minutes.
 - After all Owners who wish to comment have spoken, an Owner can be recognized to speak again.

Electric Vehicle Charging Stations Proposal Summary

- Electric Vehicles (EV) represent a share and will represent a larger share of Owner and guest vehicles.
- California Civil Code provides that “The association... may install an electric vehicle charging station in the common area for the use of all members of the association and, in that case, the association shall develop appropriate terms of use for the charging station.”
- 22 Station and Palisades Village Neighborhood Company (PVNC) are considering installing/operating Electric Vehicle Charging Stations (EVCS) in the Building 4 section of P1 and possibly P2.
- EV charging in underground parking is physically possible in the garage in the Village at Palisades Tahoe with no apparent additional property/casualty and liability risk.
- 22 Station and PVNC have developed possible plans for installing/operating EV charging stations (EVCS) in P1 and possibly P2 Building 4 including association policies that would govern permissible and proscribed Owner and guests actions related to EVCS.
- 22 Station and PVNC can install and operate EVCS in Building 4 garage area with minimal up front investment and financial and operational risk.

Electric Vehicles (EV) represent a share and will represent a larger share of Owner and guest vehicles

- Anecdotally, at least 5-10% of vehicles in P1 are EV.
- EV's represent roughly 2% of registered light truck and passenger vehicles in California.
- Share and number of EV's will increase.
 - Federal and State Public Policy Incentives to promote sustainability
 - Strategies and Investments of major vehicle manufacturers
 - Uncertainty of Gasoline prices and efforts to lower battery costs, expand battery range, and improve charging convenience with government policy, scale, and innovation.
- Current local area EV charging stations (Source: [chargehub.com](https://www.chargehub.com))
 - Truckee area: 27 L3, 33 L1 or L2
 - Tahoe City area: 8 L3, 4 L1 or L2
 - Olympic Valley area: 11 L2

California Civil Code 4745: “policy of the state to promote, encourage, and remove obstacles to the use of EVCS”

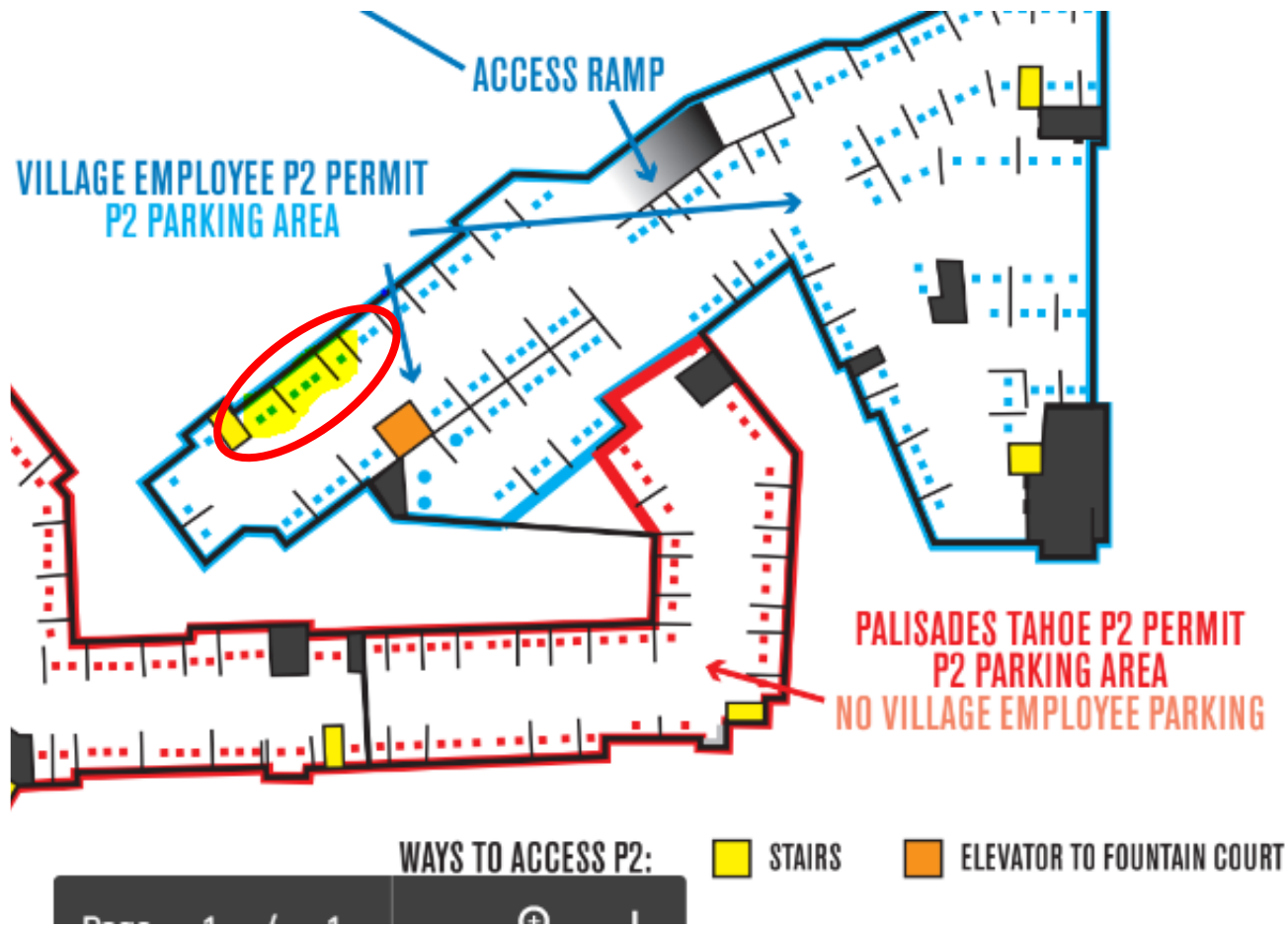
- “The association or owners may install an electric vehicle charging station in the common area for the use of all members of the association and, in that case, the association shall develop appropriate terms of use for the charging station.”
- “any provision of a governing document, as defined in [Section 4150 \(CC&R's\)](#), that either effectively prohibits or unreasonably restricts the installation or use of an electric vehicle charging station... or is in conflict with this section is void and unenforceable.”
- Full text of [California Civil Code 4745 \(https://www.davis-stirling.com/HOME/Statutes/Civil-Code-4745\)](https://www.davis-stirling.com/HOME/Statutes/Civil-Code-4745) is available to Owners.

EV Charging in Underground Parking is Physically Possible in P1, Building 4 with No Additional Risk



- One time, up front investment required to prepare electricity -- about \$20,000 before tax credits
- 22 Station would use funding from PVNC and PTR to pay for installation.
 - PVNC and PTR contribute Parking Assessments of \$27,614.04 and \$23,035.49, respectively to 22 Station annually for P1/P2 maintenance expense and improvements.
 - Annual contributions in excess of annual maintenance expense and improvements are held by 22 Station in a Garage Fund which amounts to roughly \$280,000.
 - This amount plus future Parking Assessments are sufficient to fund planned P1/P2 maintenance and improvements.
- Any additional Property/Casualty and Liability Risk are covered in existing 22 Station P&C and Liability policies with no additional premiums.

22 Station/PVNC May Have A Limited Easement to P2



- 22 Station/PVNC EVCS Installation and Operation and 22 Station/PVNC Owners/Guests Access to P2 for the purpose of EV Charging only
- PTR Requirements
 - PTR Employees Use EVCS in P2 Similarly to 22 Station/PVNC Owners.
 - Number of EVCS dedicated parking spaces in P1 greater than or equal to similar spaces in P2
- Term Sheet completed, awaiting Definitive Agreement Signature
- PTH Hotel Guest Access to P2 is an intra-PTR decision.

22 Station and PVNC Can Leverage Chargepoint Hardware, Software, and Financial Terms to Provide EVCS Services

- CP devices have HW/SW that enable transfer of 22 Station electricity into EV's, user self management, and robust administrative operational and financial management.
 - Users have visibility and capability on smartphones – view EVCS availability and queues, reserve a place in queue, and charging status when connected.
 - 22 Station/PVNC can manage access and pricing dynamically (user type, time of day, day of week, length of access time, idle time) to recover electricity costs and OH and guide user behavior.
 - CP collects the gross revenue from users and transfer the net revenue (less administrative fee) to 22 Station
- 22 Station would lease EVCS devices from Chargepoint (CP) and supply the electricity. 22 Station/PVNC would manage the devices, the parking area(s), and the operations.
- Annual lease for one CP EVCS device with two simultaneous charging ports is \$3,090.

Minimal Investment--Pricing to Recover Direct Variable Cost and OH

- Capital investment

One Time Investments	Estimated Costs	Comments
Electrical Infrastructure & Installation for P1	\$20,000 before tax credits	22 Station Garage Fund
Charging Stations	None	Leased

- Income Statement – Revenue to recover variable costs and annual fixed expenses

Revenue	Estimated Price	Comments
Price to Homeowners	X% markup over KWH cost	Recover electricity expense and annual OH
Price to Guests	Y% markup over KWH cost	Premium Price Relative to Public EVCS
One time Connection Fee	\$2.00-\$5.00	Dynamic by time and user group
Idle Time Pricing Homeowners	Aggressive	Time Based Penalties
Idle Time Pricing Guests	More Aggressive	Time Based Penalties
Expenses	Estimated Expenses	Comments
Electricity	KWH -- Variable	Fluctuates and rate may increase in the future
Lease Expense per dual port station	\$3,090 annually	22 Station

Low Financial Risk

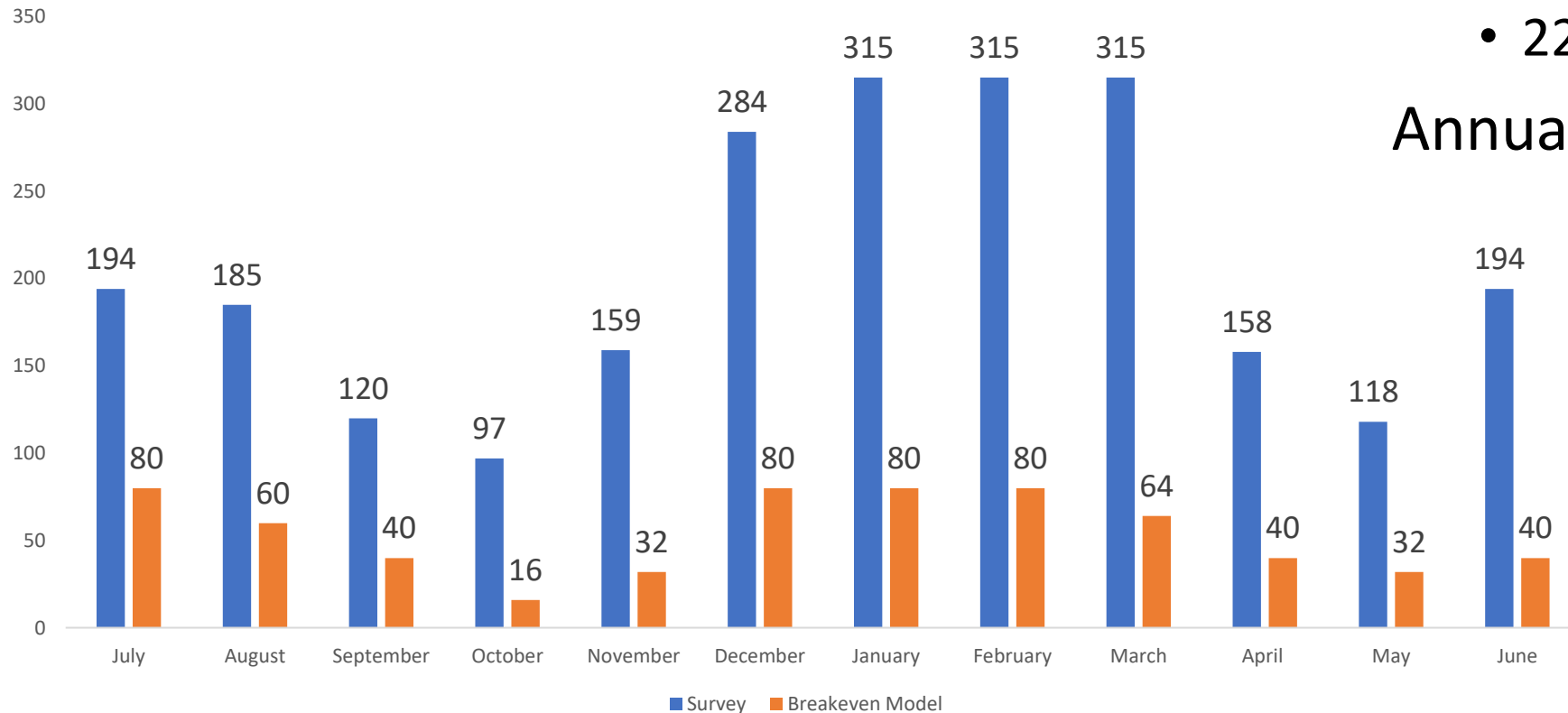
- 22 Station should breakeven at worst case. Best case; recover upfront investment

		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	Total
Number of Stations/Ports	2/4													
Charges per day per station	2													
Days Cars Charged		20	15	10	4	8	20	20	20	16	10	8	10	161
Number of Charges		80	60	40	16	32	80	80	80	64	40	32	40	644
Net Revenue		\$1,887	\$1,415	\$944	\$377	\$755	\$1,887	\$1,887	\$1,887	\$1,510	\$944	\$755	\$944	\$15,191
Direct Expense		\$1,109	\$832	\$555	\$222	\$444	\$1,109	\$1,109	\$1,109	\$887	\$555	\$444	\$555	\$8,929
Fixed Expense		\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$515	\$6,180
Surplus		\$263	\$68	-\$126	-\$359	-\$204	\$263	\$263	\$263	\$107	-\$126	-\$204	-\$126	\$81
Note: Does not include idle time overstay fees														

- 22 Station and PVNC can re-assess and adjust the number of EVCS.

Survey Results

EV Charging Usage



Total Respondents = 34

- First Ascent = 12
- 22 Station = 22

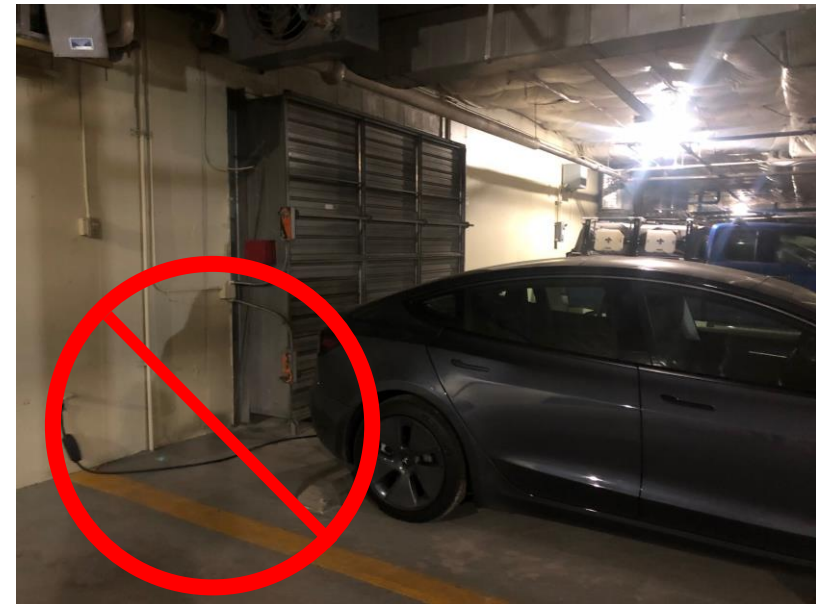
Annual Usage = 2,454

22 Station and PVNC Owner EVCS Policies Under Consideration

- A. Owners may install and operate an EV charging station (“Owner EVCS”) in P1, Buildings 4 and 5 only with the prior approval and consent of 22 Station and PVNC Association Boards. Otherwise, the installation and operation of an Owner EVCS of any kind including, but not limited to, an Owner EVCS that is connected to a National Electrical Manufacturers Association standard alternating current power plug is proscribed.



Proscribed Unless
Prior Board
Approval and
Consent is Obtained



22 Station and PVNC Owner EVCS Policies cont.

B. Association shall approve the installation if the owner agrees in writing to do all of the following:

- i. Comply with Association's architectural and design standards for the installation of EV charging stations.
- ii. Engage a licensed contractor to install the charging station.
- iii. Comply with any applicable national, state, county, or local government laws and regulations. Obtain any requisite building permits prior to commencing installation.
- iv. Within 14 days of tentative approval, provide a certificate of insurance that names Association as an additional insured under the owner's insurance policy in the amount of \$1,000,000. That owner and each successor owner shall provide Association with the certificate of insurance annually thereafter. A homeowner shall not be required to maintain a homeowner liability coverage policy for a charging station that connects to an existing National Electrical Manufacturers Association standard alternating current power plug.
- v. Pay for both the costs associated with the installation of and the electricity usage associated with the charging station including possibly, but not limited to, the activation of a National Electrical Manufacturers Association standard alternating current power plug and installation of a meter to provide an auditable measurement of electricity usage.

22 Station and PVNC Owner EVCS Policies (cont.)

- vi. The owner and each successive owner of the charging station for perpetuity or until the charging station is removed and the site is restored to its previous condition shall be responsible for all of the following:
 - a. Costs for damage to the charging station, common area, exclusive use common area, or separate interests resulting from the installation, maintenance, repair, removal, or replacement of the charging station
 - b. Costs for the maintenance, repair, and replacement of the charging station until it has been removed and for the restoration of the common area after removal.
 - c. The cost of electricity associated with the charging station.
 - d. Disclosing to prospective buyers the existence of any charging station of the Owner and the related responsibilities of the Owner under this section
- C. Owner will abide by aforementioned terms. If Owner does not comply with these terms, Owner will cease and desist installation and/or use of the Owner EVCS until Owner proves compliance. 22 Station/PVNC may discontinue provision of electricity until Owner is in compliance..

Open Forum

- Opportunity for Owner Comments
- Process
 - “Raise Hand” in app to be recognized
 - Once recognized, unmuted, and 3 minute limit to speak
 - After all Owners who wish to comment have spoken, an Owner can be recognized to speak again