

From: [Polly Heintz](#)
To: [Greg Weiner](#)
Subject: FW: EV ready surface parking
Date: Wednesday, April 17, 2024 3:08:51 PM

If it's not too late...

From: Christian Noyce <noyce1993@gmail.com>
Sent: Wednesday, April 17, 2024 12:20 PM
To: Polly Heintz <polly.heintz@ci.stpaul.mn.us>
Cc: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: Re: EV ready surface parking

Thank You Polly.

I also realized this morning I forgot to include one key concept in my email earlier. I know it's late which is why I tried to call this morning and left you that voice mail. Feel free to still call me back for any clarity you need on it but I would like the Councilwoman to request an amendment to the proposal this afternoon even though this is a late request.

I encourage the Councilwoman to offer up an amendment to **require the EV charging make ready program to have a managed charging component which would require an active management or passive charging management system**. One core version of managed charging is Time of Use rates implemented by the utility in our city. I encourage the Councilwoman to **propose an amendment to require the chargers be on *Time of Use rates* with the utility**.

Thank you,
Christian

From: Christian Noyce <noyce1993@gmail.com>
Sent: Thursday, April 4, 2024 9:33 AM
To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>
Subject: EV ready surface parking

Good Morning Councilwoman Bowie,

I hope you had a good birthday and celebratory Cowboy Carter listening party this weekend (I've listened to it a few times already and can't stop). I had hoped to swing by and meet you in person but got sick so it was better to be away from a solid crowd of people.

I wanted to reach out and express my support for an item up in front of the council next week (per Pioneer Press). Requiring EV make ready infrastructure for future surface lots will prepare our off street parking owners for the influx of EVs that will be coming to our community over the next 6 years (and beyond).

While I understand where city staff is coming from on this topic, I encourage you to go beyond their recommendation of 20% of stalls being EV capable. I encourage 50%. Why? Because only a

minority (2-10%) of those 50% will be capable today of actually charging vehicles as they do not all require charging equipment but we need the infrastructure now. Our renters and multifamily unit dwellers deserve access via the public sphere (publically accessible business parking) just as much as single family housing dwellers with their required access.

I also recommend changing the proposed rule's applicability from 15 stalls or greater to 10 stalls or greater. Ideally it would be less but there is an understanding that this change could cause harm to small business in the near term, even though this policy will apply only to future looking built and rebuilt parking.

For context, the Biden administration recently released their EPA's new vehicle emissions rules. With those rules, the administration expects to meet Biden's Executive Order goal of 50% NEW EVs on the road by 2030. That means by 2042 we should expect to see 50% of ALL vehicles on the road being EVs. At a minimum. Between Xcel working in partnership with the city on street side parking via their planned future programming and the EVIE spot network, it is time for our off street partners to engage in future proofing so that our community is not caught flat footed.

If you have any other questions on this transportation electrification topic, feel free to reach out.

Christian Noyce