

City of Beverly Hills Electric Vehicle Charging Policy And Rate Implementation for EV Charging in City Public Parking Facilities FAQ's

1. Why is the City of Beverly Hill changing EV charging Policy?

Availability of EV charging stations and an efficient EV charging infrastructure in the City parking facilities is needed to meet the increasing demand as more EVs enter the market. The EV Charging Policy encourages turnover and better utilization of the current EV charging infrastructure.

2. Why did the City of Beverly Hills implement new EV rates in Parking Facilities?

Based on an increase in EV charging station usage and in recognition of the goal to promote the use of EV charging stations, City and Parking Authority desire to adopt comprehensive regulations in connection with EV charging station use.

3. How many EV charging stations does the City currently operate?

The City of Beverly Hills currently operates 35 publicly available electric vehicle (EV) charging stations, providing 59 Level 2 connections in 14 City parking facilities and at Roxbury Park.

4. Who owns and maintains the EV chargers in the City of Beverly Hills City and Parking Authority Parking structures?

The City is responsible for the installation costs of each unit and for the ongoing costs of capital, operational, energy (electricity) and replacement. As of January 2014, the City has been responsible for all of the associated cost of operating its inventory of stations, which includes hosting services (user customer service) and maintenance and repair of the infrastructure.

5. When was the Electric Vehicle Charging Policy presented to City Council?

At the July 5, 2016, City Council Study Session, staff presented a proposed electric vehicle (EV) charging policy approved by the Traffic and Parking Commission (TPC) 5-0 at the Regular Meeting on March 3, 2016.

6. What is the Electrical Vehicle Charging Policy?

The Policy:

- Adopts formal rate language
- Implements rates uniformly at the City's EV charging stations
- Implements new enforcement regulation inherent in signage
- Prohibits plug-in hybrid EV's from charging
- Transition to level 2 or level 3 charging stations

7. Why are Plug-in Hybrid EV's (PHEVs) prohibited at EV charging stations?

Prohibiting PHEVs from using City EV charging stations would provide vehicles parking at City facilities that are 100% reliant on electric power greater access to charging stations. PHEVs can utilize traditional gasoline infrastructure whereas BEVs cannot. BEV motorists face the phenomenon known as "range anxiety", which results from uncertainty of having enough electric charge to arrive at the motorist's next destination. In 2016, data showed that more BEVs (55% of total EV sales) have been sold than PHEVs (45% of total EV sales)

8. What are the California Vehicle Codes (C.V.C.) that are related to the City's Electric Vehicle Charging Policy?"

- <http://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=VEH&tocTitle=+Vehicle+Code+-+VEH>
- C.V.C. 22511, 22511.1, 22658

9. Can non EV vehicles charge in an EV designated parking stall?

No, inherent in C.V.C. code, B.H.M.C. 7-3-107 and signage, Non -BEVs, BEVs without active charging station session, and BEVs not connected to station are subject to citation or tow at owners expense.

10. Are Hybrid Vehicles prohibited from parking in an EV designated stall?

Yes, Plug - In Hybrids (PHEVs) are prohibited. Vehicles are subject to citation and removal based on designated signage. Vehicles that are not EVs are prohibited from parking in EV charging station parking stalls. Only pure EVs are authorized to park in EV charging station parking stalls and use the EV charging station in City public parking facilities.

11. May I park my Electric Vehicle in a designated EV parking stall without charging?

No, authorized EVs shall be prohibited from parking in an EV charging station parking stall unless they have initiated an EV charging station session and remain connected to the EV charging station while parked in the EV charging station parking stall.

12. Will my car get towed if I park in an EV charging station stall without being connected for electric charging purposes?

Yes, Non - BEVs, BEVs without active charging station session, BEVs not connected to station may be subject to citation or tow at owner's expense.

13. Why did my car get towed from the EV charging station?

BHPD enforces EV Charging policy inherent in City Parking EV signage and may result in the removal of a vehicle from a stall or space designated for electric vehicle.

14. Where are the EV rates and fees listed?

EV rates and fees are posted on signage and can be found on the City of Beverly Hills website. EV charging station access and connection are incorporated in City's Comprehensive Fees and Charges Resolution and the Parking Authority's Schedule of Parking Facilities Rates Resolution.

15. What has the city done in preparation of the implementation of Electrical Vehicle Charging Policy?

The City Council directed City staff, prior to the enforcement of these regulations, to:

- Post signage identifying all EV Charging Station parking stalls
- Post all fees and rates for access to and use of the EV charging stations
- Further, City staff shall post signage in accordance with Vehicle Code section 22511 prior to the removal of any vehicle not connected for electric charging purposes to the nearest City or Parking Authority garage.

16. What is the initial rate structure of Electric Vehicle Charging Policy?

An Energy Fee: is a fee associated with the amount of energy consumed by the connected vehicle. This is based on a per kilowatt-hour ("kWh") flat rate and only applies when the vehicle is actively charging. This fee is not applied when the vehicle is not receiving power even if the vehicle remains connected to the EV station.

- a. Energy fee: Increment 1 - \$0.25 per kWh

A Station Fee: is a fee associated with the length of time a connection is established with the station, irrespective of whether the vehicle is charging or not. As long as the vehicle is connected to the charging station, this fee would apply.

- b. Increment 1 - First Two Hours Free

Increment 2 - \$6.00 per hour thereafter

17. How did you come up with an appropriate EV Charging rate?

The Energy Fee of \$0.25 per kWh would recover the cost to provide electricity and the \$6.00 per hour Station Fee encourage turnover to make station available for other users.

18. What is "Turnover"?

"Turnover" describes a situation where a customer removes the vehicle from the parking space, which subsequently makes the parking space available for the next customer's use. The \$6.00 per hour Station Fee would discourage a customer from occupying a designated EV charging

space for excessive periods of time beyond what is needed to adequately “fuel up” / charge the EV.

Implementation of New Enforcement Strategies

How will the new EV Charging Policy be enforced?

Beverly Hills Police Department and Parking Services Bureau will enforce the policy

Why did I receive a citation while parked in an EV stall?

Non - EVs may NOT park in designated EV spaces UNLESS a session has been initiated. EVs may remain in space even after reaching a full charge. So long as a session is active and Station Fees apply. Plug in hybrid EVs may NOT park in designated EV spaces.

Patrons cannot lock, or in any way convert, the charging cable for exclusive use. Spaces will be limited to the total number of connections available at the station. There will not be more spaces than connections.

A session must be initiated, but the EV may not necessarily be charging.

If my vehicle is towed how do, I reclaim it?

Any vehicle towed by the city can be reclaimed at:

Tip Top Tow Services

1654 12th Street, Santa Monica, CA 90404

Telephone: (310) 314-4040

Or by calling the B.H.P.D: (310) 550-4951