2021

EV-READY COMMUNITY STUDY

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City of Oakdale

9/28/2021

CITY OF OAKDALE

EXECUTIVE SUMMARY

Greenhouse gases (GHGs), like the carbon dioxide released when vehicles burn gasoline, trap heat in the atmosphere and cause climate change. The transportation sector in particular is a significant producer of GHG emissions in Minnesota and accounted for 25% of total emissions in the state in 2018. Locally, vehicles traveling within Oakdale's city boundaries emitted roughly 99,800 tonnes of greenhouse gases into the environment in 2020. Slowing the progression of climate change caused by the transportation sector requires mitigation efforts to reduce GHG emissions; widespread use of electric vehicles (EVs) by individuals and businesses represents one such mitigation strategy.

Electric vehicles are recognized in Oakdale's 2040 Comprehensive Plan as an important method to mitigate the impacts of climate change in the community; specifically, the City pledges to "support private and public infrastructure that accommodates and encourages use of electric and autonomous vehicles and explore options for City fleet use of EVs". Reducing barriers to EV ownership in Oakdale is a climate change mitigation strategy with precedent in state, national, and international emissions reduction policy objectives.

Responding to emissions reduction mandates, automobile manufacturers increasingly provide plug-in hybrid electric (PHEV) and battery electric (BEV) versions of current model vehicles as well as new all-electric models. As the EV market widens, battery technology progresses, and the network of public and private charging stations expands, Americans are well positioned to transition to widespread use of electric vehicles and EVs are predicted to account for 27% of total new car sales in the U.S. by 2030.

In the face of market growth, use of electric vehicles in Oakdale and the surrounding community is steadily increasing. Between 2018 and 2021, electric vehicle registrations in ZIP code 55128 tripled from 29 to 84 registered EVs (with more battery electric than plug-in hybrid electric vehicles registered as of June 2021). In Washington County, electric vehicle registrations increased at a compound annual growth rate of 40%, from 680 to 1,329 registered EVs between 2019 and 2021. In conjunction with more varied automotive offerings, the proliferation of charging station infrastructure in the seven county Twin Cities metro – with at least 646 Level 2 and 73 direct current fast charging (DCFC) ports publicly available to EV drivers today – signals growing adoption of electric vehicles in Oakdale and surrounding communities.

As electric vehicle offerings broaden and the number of stations in the regional charging network multiply, the City of Oakdale is uniquely positioned to facilitate EV readiness by proactively encouraging the use of EVs now and in the future. Oakdale supports private and public electric vehicle infrastructure through four areas of action, as outlined by Drive Electric Minnesota:

1. ***Zoning and subdivision ordinances.*** The use of EVs in Oakdale is supported by ordinances that allow electric vehicle supply equipment (EVSE) as a permitted land use; establish design and parking standards for EV charging spaces; and lay the groundwork for future EVSE installation through make-ready standards.
2. ***Administration***. Permitting EVSE is made more efficient when the City provides education to businesses, developers, homeowners, and electrical contractors on EVSE installation guidelines, and creates an online permitting process.
3. ***Programs***. Barriers to EV ownership and charging infrastructure are removed by installing publicly-available charging stations throughout Oakdale, and by incentivizing programs that include amenity points for EVSE in Planned Unit Developments; add EVSE as an eligible expense under the BRLF and HIA loan programs; and promote Xcel Energy rebate programs.
4. ***City fleet EVs***. Opportunities to transition vehicles in the City's fleet to an electric alternative are assessed by companies like Xcel Energy. Options for workplace charging station installation are evaluated as vehicles within the fleet are identified to be replaced with an EV.

BACKGROUND

Problem Statement

Greenhouse gases (GHGs), like the carbon dioxide released when vehicles burn gasoline, trap heat in the atmosphere. According to the US Environmental Protection Agency [1], atmospheric heat retention negatively impacts communities and the climate by:

- Increasing health-related illnesses and deaths associated with air pollution
- Reducing crop yields as a result of more severe heat waves, floods, and droughts
- Eroding coastal environments and eliminating wetlands due to rising sea level
- Transforming ecosystems by impacting where species live

While climate change is influenced by many types of emission-generating activities, the transportation sector in particular is a significant producer of GHG emissions in Minnesota. Although overall transportation-related emissions have decreased since 2005, the transportation sector nevertheless accounted for 25% of total GHG emissions in the state in 2018, producing more emissions that year than electricity generation (24.9%) and agriculture, forestry, and land use activities (24%). Within the transportation sector, passenger vehicles and light-duty trucks accounted for 58% of GHG emissions in Minnesota in 2018 [2]. Locally, vehicles traveling within Oakdale's city boundary accounted for 45% of greenhouse gases emitted in 2018, combined with emissions produced by the energy and waste industries. In 2020, vehicles traveling within Oakdale emitted roughly 99,800 tonnes of GHGs into the environment [3].

Slowing the progression of climate change caused by the transportation sector requires mitigation efforts to reduce GHG emissions. Widespread use of electric vehicles (EVs) by individuals and businesses represents one such mitigation strategy.

TRANSITION TO ELECTRIC VEHICLES

Electric vehicles are recognized in Oakdale's 2040 Comprehensive Plan as an important method to mitigate the impact of climate change in the community; specifically, Chapter Eight, Goal One, Section Six calls on the City to "support private and public infrastructure that accommodates and encourages use of electric and autonomous vehicles and explore options for City fleet use of EVs". Expanding access to EVs in Oakdale is a climate change mitigation strategy with precedent in:

- *State policy*. In Minnesota, the Next Generation Energy Act sets statutory goals for reducing statewide GHG emissions 30% below 2005 levels by 2025, and 80% by 2050 [4]. To help realize this target, a 2019 zero-emission vehicle rule requires manufacturers to make more battery and plug-in hybrid electric vehicles available for sale in Minnesota [5].
- *National policy.* The United States has targeted a goal of reducing emissions 50-52% below 2005 levels by 2030, and federal policy names automotive workers building electric cars, trucks, and buses, and skilled workers installing charging stations to accommodate electric vehicles, as integral to climate change mitigation [6]. To meet national emissions reduction goals, U.S. cities including Honolulu, Los Angeles, Santa Monica, Seattle, and West Hollywood have proposed policies including transitioning to electric buses by 2025 and banning new sales of internal combustion engine (ICE) vehicles by 2030 [7].
- *International policy.* At least 23 countries and 45 cities and territories have established policy objectives to support a transition to electric vehicles over the next several decades in order to achieve emissions reduction targets [7].

[1] U.S. Environmental Protection Agency (n.d.). *Report on the environment: greenhouse gases*.
[2] Minnesota Pollution Control Agency (n.d.). *2018 sector source of GHG emissions and storage* [data set].
[3] Regional Indicators Initiative (n.d.). *Greenhouse gas emissions: City of Oakdale* [data set].
[4] Minn. Stat. § 216H.02 (2020).
[5] Kraker, D. (2021, May 7). State judge OKs 'clean cars' plan. *MPR News*.
[6] The White House (2021, April 22). *Fact sheet: President Biden sets 2030 greenhouse gas pollution reduction target aimed at creating good-paying union jobs and securing U.S. leadership on clean energy technologies.*
[7] Burch, I., & Gilchrist, J. (2020). *Survey of global activity to phase out internal combusion engine vehicles.*

Current and projected availability of electric vehicles and charging infrastructure

In response to emissions reduction policy mandates, automobile manufacturers increasingly provide plug-in hybrid electric (PHEV) and battery electric (BEV) versions of current model vehicles as well as entirely new, all-electric models [8]. As of August 2021, prospective EV owners in the United States may choose from at least 49 electric vehicle models – 20 of which are fully battery electric, and 29 of which are plug-in hybrid electric vehicles [9]. To expand the variety of affordable models available to consumers over the next decade, several mainstream manufacturers (including Ford, Nissan, Toyota, and Volkswagen) plan to increase production of electric vehicles [7]. Additional manufacturers have announced a commitment to eliminate internal combustion engine (ICE) powertrains entirely from their fleet of offerings in favor of battery-operated models. General Motors, for example, anticipates selling only vehicles that have zero tailpipe emissions by 2035 [10]; Jaguar intends to offer fully-electric vehicles only starting in 2025 [11]; and Volvo aims to convert its entire lineup to battery power and cease sales of ICE vehicles by 2030 [12].

As the electric vehicle market widens, battery technology progresses, and the network of public and private charging stations expands, Americans are well positioned to transition to widespread use of EVs. Bloomberg New Energy Foundation suggests in its 2020 electric vehicle outlook that U.S. households – many of which have two or more cars and the capacity to install home charging – are "ideal adopters [of electric vehicles] as EV economics, range and recharging options continue to improve" [13]. In line with optimism about EV adoption, a 2019 report of prospective car buyers in Minnesota found 59% had some interest in purchasing an electric vehicle in 2019, with 30% saying they would consider buying one in the next two years [14]. Nationally, electric vehicles are predicted to account for 27% of total new car sales in the United States by 2030. Globally, sales of EVs are forecast to experience a 29% compound annual growth rate in the next ten years, with EVs representing a projected 32% of total global new car sales by 2030 [15].

Electric vehicle registrations in Oakdale and the greater Twin Cities region

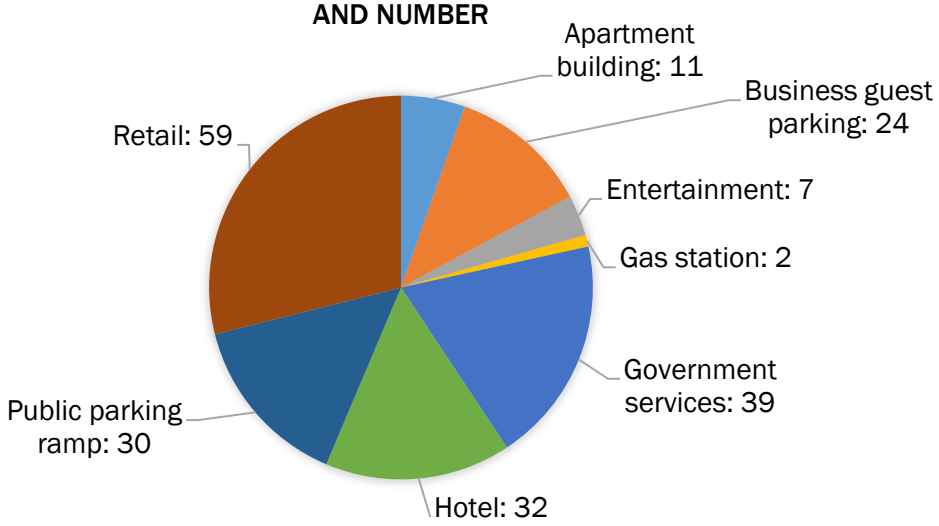
Reflecting current market growth, use of battery and plug-in hybrid electric vehicles in Oakdale and the surrounding community has steadily increased. Between 2018 and 2021, electric vehicle registrations in ZIP code 55128 tripled from 29 to 84 registered EVs [16] (with more battery than plug-in hybrid electric vehicles registered as of June 2021 [17]). Together with the five adjacent ZIP codes [18], electric vehicle registrations in Oakdale and its immediate neighboring cities increased at a compound annual growth rate of 42%, from 198 to 565 registered EVs between 2018 and 2021. More broadly, battery electric vehicle registrations in Washington County increased at a compound annual growth rate of 40%, from 680 to 1,329 registered EVs between 2019 and 2021 [16].

In conjunction with more varied automotive offerings, the proliferation of charging station infrastructure in the Twin Cities region signals growing adoption of electric vehicles in Oakdale and beyond. According to the Alternative Fuels Data Center, there are at least 205 publicly-available charging destinations offering 646 Level 2 and 73 direct current fast charging (DCFC) ports in the

[8] White, A. (2021, February 20). Here are all the promises automakers have made about electric cars. *Car and Driver*.
[9] Kukkonen, J (2021, August). *US EV info list (August 2021)*. Shift2Electric.
[10] Boudette, N.E. & Davenport, C. (2021, January 28). G.M. will sell only zero-emission vehicles by 2035. *The New York Times*.
[11] Philip, S.V. (2021, February 15). Jaguar's electric shift may leave U.K. plant with no car to make. *Bloomberg*.
[12] Ewing, J. (2021, March 2). Volvo plans to sell only electric cars by 2030. *The New York Times*.
[13] McKerracher, C., Izadi-Najafabadi, A., O'Donovan, A., Albanese, N., Soulopolous, N., Doherty, D., Boers, M., Fisher, R., Cantor, C., Frith, J., Mi, S., Grant, A., Zamorano-Cavidad, A., Abraham, A.T., Ampofo, K., Kou, N., Edmonds, W., Berryman, I., Landess, J., & Lyu, J. (2020). *Electric vehicle outlook 2020*. BloombergNEF.
[14] Union of Concerned Scientists and Consumer Reports (2019). *Electric vehicle survey findings and methodology: Minnesota.*
[15] Woodward, M., Bryn, W., Hamilton, J., Alberts, G., Fullerton-Smith, S., Day, E., & Ringrow, J. (2020). *Electric vehicles: Setting a course for 2030*. Deloitte.
[16] Great Plains Institute (n.d.). *MN EV registration* [map].
[17] Minnesota Department of Transportation. (2021, June 12). *Vehicle data* [data set].
[18] The five ZIP codes adjacent to 55128 (Oakdale) are 55090, 55042, 55125, 55119, and 55109.

seven county Twin Cities metro today [19]. The Hy-Vee in Oakdale accounts for one of these publicly-available charging destinations and provides four Level 2 and eight DCFC ports. As illustrated in the following image, charging station destinations are currently located where drivers may willingly spend half an hour or more charging their electric vehicle.

TWIN CITIES REGION PUBLIC EV CHARGING DESTINATIONS BY TYPE AND NUMBER



As electric vehicle offerings broaden and the number of stations in the regional charging network multiply, Oakdale can facilitate EV readiness by implementing actions that encourage the usage of EVs now and in the future.

BECOMING AN EV-READY COMMUNITY

The City's role

The City of Oakdale is uniquely positioned to support private and public infrastructure that accommodates and encourages the use of electric vehicles in the community. As outlined by the Great Plains Institute [20], municipalities play a key role in encouraging the growth of electric vehicle infrastructure through five principles:

1. *Policy.* The City acknowledges EV benefits and supports development of charging infrastructure in its Comprehensive Plan.
2. *Zoning and subdivision ordinances*. The City implements development standards and regulations that enable EV use.
3. *Administration*. The City creates transparent and predictable processes for permitting EV infrastructure.
4. *Programs*. The City overcomes market barriers that limit the growth of EV infrastructure through specialized programs.
5. *City fleet EVs*. The City demonstrates EV viability in its public fleet and facilities.

Community-based policy priorities

Oakdale accomplished the first step towards becoming an EV-ready community by incorporating language regarding electric vehicles and charging infrastructure in Chapter Eight, Goal One, Policy Six of the 2040 Comprehensive Plan. Prioritizing community-based policies regarding zoning and subdivision ordinances, administration, and program implementation continues the city's progress towards EV-readiness.

[19] Alternative Fuels Data Center (n.d.). *Electric vehicle charging station locations* [dataset].
[20] Ross, B., & Bocklund, K. (2017, November 30). *Making your city "EV-ready"*. Great Plains Institute.

EV-ready action: Zoning and subdivision ordinances
The City of Oakdale builds a foundation for EV readiness by adopting ordinances that support the use of EVs and incorporate electric vehicle supply equipment (EVSE) in development and redevelopment [20].

The following table summarizes EV-ready ordinance recommendations based upon nationwide best practices and peer city examples compiled by the Great Plains Institute [21]. Electric vehicle ordinances enacted in Duluth, Golden Valley, Saint Paul, and St. Louis Park may serve as examples for zoning and subdivision amendments implemented in Oakdale.

ZONING AND SUBDIVISION ORDINANCES		
Category	**Action**	**Purpose**
Design and parking standards	Designate minimum EV parking standards (including design elements that are part of routine parking standards like landscaping, storm water management, accessibility, etc.).	To clarify how EV charging spots are accounted for as part of established minimum parking space requirements.
	Provide information related to EV parking space design and location requirements.	To help developers and businesses anticipate how EV parking spaces may affect installation costs and lot use.
	Outline requirements related to signage, road markings, notifications, lighting, usage fees, and maintenance.	To help all drivers understand the appropriate use of EVSE and enhance its public value.
	Define the restrictions and protections inherent to parking in EV-designated spaces.	To reserve the use of EV charging spots for drivers of electric vehicles.
Land use	Clarify in what zones EV charging stations, or specific types of charging stations, are permitted.	To streamline the installation of charging infrastructure.
Development and construction	Define infrastructure make-ready standards that lay the groundwork for future installation of EVSE.	To prepare for future installation of chargers at the time of construction.
	Describe the minimum standards or required design of charging equipment or charging station infrastructure.	To facilitate a smooth construction permitting process.
	Classify electric vehicle supply equipment (EVSE) as a public benefit in a planned unit development.	To encourage electrification by the private sector.

EV-ready action: Administration
The City of Oakdale facilitates a smooth transition towards electric vehicles and corresponding infrastructure by standardizing the permitting processes so that contractors and City staff know what is required to install EVSE [20]. The following table summarized EV-ready administration recommendations based upon residential EVSE permit process best practices [22].

[21] Ross, B., & Cooke, C. (2019). *Summary of best practices in electric vehicle ordinances*. Great Plains Institute.
[22] Energetics Incorporated (2013). *Residential EVSE permit process best practices*.

ADMINISTRATION		
Action	**Description**	**Purpose**
Installation guidelines	Provide education to businesses, developers, homeowners, and electrical contractors about EVSE installation guidelines.	To streamline the permitting and inspection process by clarifying requirements.
Online permitting	Create an online process for EVSE permitting.	To make EVSE permitting cheaper, faster, and simpler for businesses, developers, homeowners, and electrical contractors.

EV-ready action: Programs
The City of Oakdale encourages EVSE in development and public spaces by removing barriers to EV ownership and charging infrastructure installation [20].

The following table summarized EV-ready program concepts based upon nationwide best practices and peer city examples compiled by the Great Plains Institute. Programs incentivizing electric vehicle ownership and EVSE installation in Golden Valley, Edina, Red Wing, and Saint Paul may serve as a framework for implementing electric vehicle incentives in Oakdale.

INCENTIVIZING PROGRAMS		
Action	**Description**	**Purpose**
Sustainable building policy	Require a set number or percentage of parking to have electric charging in accordance with sustainable building rating best practices.	To encourage EVSE installation requirements in large commercial development.
City financing for EVSE	Add EV charging infrastructure and equipment as eligible parking lot improvement expenses under the BRLF loan program.	To support EVSE at local businesses.
	Add EV charging infrastructure and equipment as eligible energy improvement expenses under the HIA loan program.	To support EVSE in multi-family and townhome developments.
Public-private partnership	Provide joint funding of EVSE installation through a public-private partnership.	To encourage community investment in the transition to electric vehicles and support EVSE at local businesses.
Bulk buy	Promote participation in EV bulk buy programs, when available.	To incentivize dealers to market and carry EVs in Minnesota, and make EVs a more affordable option for businesses and residents.
Utility rebates	Promote Xcel Energy rebates for EVSE installation.	To encourage EVSE in business, commercial, and residential settings.

In addition to establishing and promoting incentivizing programs, the City encourages use of electric vehicles by installing public chargers at public buildings or in public spaces. The following table summarizes location selection criteria for charging station installation as recommended by Drive Electric Minnesota, and examples of locations in Oakdale that match those criteria [23].

[23] Drive Electric Minnesota (2018). *Site selection guidelines*.

Selection criteria	Definition	Example preferred locations in Oakdale	
Proximity to a high-volume road or highway	All Principle Arterial, A-Minor Augmenter, and A-Minor Expander roads in Oakdale are considered high-volume. Major Collector roads with > 6,500 AADT, and A-Minor Reliever roads with > 13,375 AADT, are considered high-volume roads	Principle Arterial	Near the interchange of I-694 and Highway 36
		Major Collector	• Hadley Ave N between 34th St N & 30th St N • Hadley Ave N between 11th St N & 10th St N
		A-Minor Reliever	• 10th St N between Hadley Ave N & [11th St N] • 10th St N between [11th St N & Helmo Ave N] • Geneva Ave N between Conway Ave & Hudson Blvd
		A-Minor Augmenter	34th St N between Geneva Ave N & I-694
		A-Minor Expander	34th St N between I-694 & Ideal Ave N
Proximity to amenities	'Proximity' is defined as < .5 miles; an amenity is defined as a location where people will spend 2 – 4 hours	Parks	The Oakdale Nature Preserve is an ideal location for public charging; other Oakdale parks with significant public amenities may also be considered
		Government services	• City Hall (public and/or fleet charging) • Oakdale library • Discovery Center
		Entertainment venues	• Marcus Oakdale Cinema • Oak Marsh Golf Course • Inwood Oaks • Sky Zone • Pinz
		Hotels	• Best Western Regency Plaza • Hampton Inn & Suites • Hilton Garden Inn
		Retail centers	Areas zoned Community Commercial or Neighborhood Commercial
Proximity to public parking and/or public transit	'Proximity' is defined as < .5 miles	Park & Ride parking lot	• Intersection of Hadley Ave N & Upper 17th St N • 4th St N at Guardian Angel's Church
		Public parking lots	• Gateway State Trail parking lot (not City owned) • Parking lots at City Hall, City parks

Capacity to partner with major employers and/or businesses	Major employers in Oakdale are considered those with the highest number of on-site employees	Top 10 largest employers (by employee count)	• North Tartan Girls Basketball • First Student Charter • Canvas Health • Twin City Hardware • First Student Home to School • Hy-Vee • TCH Central • Pinz • Target • Pace Analytical Services LLC
		Locations for employment growth	See future employment locations and intensity table (p. 15) in the 2040 Comprehensive Plan
Proximity to development / redevelopment projects	'Proximity' is defined as < .5 miles	New Development	3M Property (mixed use residential)
		Redevelopment: mixed use	• 1267 Geneva Ave N • 253 Geneva Ave N • 6944 Hudson Blvd N
		Redevelopment: high density residential	7515 10th St N
		Redevelopment: bus rapid transit oriented development	Helmo Station

Additional charging station site selection criteria to consider include:

- *Public vs. private lot ownership*. A charging station is much easier to install and maintain when located in a community-owned lot.
- *Lot size*. EV charging stations take up a smaller overall percentage of parking spaces in larger lots.
- *Charging station coverage*. A covered area protects charging stations and EV drivers from seasonal weather and can increase feelings of safety.
- *Installation costs*. Level 2 charging stations mounted on a wall or freestanding on a non-concrete surface, and DCFCs located near an existing transformer, are less costly to install.

Options for charging station installation will be evaluated as ideal charging destinations in Oakdale are identified.

Operations-based policy priorities

EV-ready action: City fleet EVs

The City of Oakdale encourages adoption of electric vehicles by residents and businesses and demonstrates the market readiness of EVs by incorporating electric vehicles in its fleet [20].

Opportunities to transition any portion of the City's fleet to an electric alternative are assessed by companies like Xcel Energy. Through its Fleet Electrification Advisory Program [24], Xcel assists municipalities seeking to develop an electrification plan for their fleet by offering low- or no-cost advisory services and data-driven assessments of EV fleet opportunities and charging infrastructure options. The no-cost fleet analysis is designed to identify fleet vehicles that are a good candidate to

[24] Xcel Energy. (2021). *Fleet electrification: The future is here*.

be replaced with an electric vehicle. The analysis is informed by collecting data via telematics equipment from at least five light duty, on-road fleet vehicles. The output of the fleet analysis is an online planning tool that includes information on the latest EV models, customizable financial analytics, and GPS data for infrastructure needs specific to Oakdale's fleet. The outcome of the fleet analysis is a recommendation regarding a fleet electrification strategy that keeps costs low for the City and drives the best return on investment when planning to incorporate electric vehicles into Oakdale's fleet.

Peer cities that have conducted similar fleet analyses include Bloomington, Faribault, Fridley, Hastings, Inver Grove Heights, St. Louis Park, White Bear Lake, Winona, and Woodbury; these assessments revealed that ICE vehicles driven the most miles, those that take many short trips, and those that idle a lot are prime candidates for replacement with an electric vehicle [25]. Based upon the results of the fleet analysis, many peer cities intend to incorporate or have already incorporated electric vehicles into their fleet. For example, the City of Fridley leased an all-electric Chevy Bolt to replace an ICE vehicle in use by the Community Development Department [26]; the City of St. Louis Park purchased an all-electric Chevy Bolt that is available to all staff to use for City business [27]; and the City of Woodbury purchased several plug-in hybrid electric vehicles to be used by utility, building inspections, and public safety staff [28].

Options for charging station installation will be evaluated if vehicles within Oakdale's fleet are identified to be replaced with an EV.

RECOMMENDATIONS FOR IMPLEMENTATION

At the May 17, 2021 meeting of the Environmental Management Commission, the EMC voted to support several priority actions related to community readiness for electric vehicles. Staff recommends that the City Council approve further evaluation and implementation of the below-described EV-ready priority actions in 2021 and 2022.

EV-ready action category	Action	Description
Zoning and subdivision ordinances	Design and parking standards	Designate minimum EV parking standards to clarify how EV charging spots are accounted for as a park of parking space requirements.
		Provide information related to EV parking space design and location requirements.
		Outline requirements related to signage, road markings, notifications, lighting, usage fees, and maintenance.
		Define the restrictions and protections inherent to parking in EV-designated spaces.
	Land use	Clarify in what zones EV charging stations, or specific types of charging stations, are permitted.
	Development and construction	Define infrastructure make-ready standards that lay the groundwork for future installation of EVSE.
		Describe the minimum standards or required design of charging equipment or charging station infrastructure.
		Classify electric vehicle supply equipment (EVSE) as a public benefit in a planned unit development.

[25] Drive Electric Minnesota (n.d.). *How to electrify your fleet: Lessons from cities*.
[26] City of Fridley. (2021, May/June). *Fridley community connection*.
[27] City of St. Louis Park. (2019, October 2). *City joing electric vehicle purchasing collaborative*.
[28] City of Wodbury. (2021, July 13). *Parks and natural resources commission meeting*.

City fleet EVs	Fleet electrification opportunity analysis	Conduct an analysis with Xcel Energy's Fleet Electrification Advisory Program to identify opportunities to transition internal combustion engine (ICE) vehicles in Oakdale's fleet to an electric vehicle alternative.
Administration	Installation guidelines	Provide education to businesses, developers, homeowners, and electrical contractors about EVSE installation guidelines.
	Online permitting	Create an online process for EVSE permitting.
Programs	Sustainable building policy	Recommend or require a set number or percentage of parking to have electric charging in accordance with sustainable building rating best practices.
	City financing for EVSE	Add EV charging infrastructure and equipment as eligible parking lot improvement expenses under the BRLF loan program.
		Add EV charging infrastructure and equipment as eligible energy improvement expenses under the HIA loan program.
	Utility rebates	Promote Xcel Energy rebates for EVSE installation.