BREAKOUT SESSION NOTES

Residential and multi-unit dwellings – with and without dedicated parking (Red Group)

Challenges
- HOAs
- Majority of EV owners – higher incomes, SF homes, don’t want to leave out people who haven’t had access/disadvantaged communities
- Could be cost issue in larger buildings
- Making sure enough capability if multiple cars want to charge
- Safety
- Perceived messaging challenge – government questioning why have to update codes
- Retrofitting older buildings
- Feeders can only handle certain capacity (ComEd)

Resources
- Already have electricity access – protecting rights of all people to charge

Opportunities
- Right to charge – multiunit people not unreasonably prohibited – not ghosted, harassed by HOA
  - What insurance, installation, removal
  - Membership fee (bigger buildings) vs saying “this tenant – pays $20/mo.”
- New homes – ability to charge EV – not a bigger cost in newer homes
- Involve others, like labor – know the issue

*Everyone has electricity in homes
- Cheaper for everyone – charge at night
- Education/awareness – how much to charge car

Breakout Session on Workplace, community and destination charging (Green Group)

Use Cases
- Workplace parking
- Utilities as workplace
- Municipal parking lots
- Street parking
- Multifamily parking regulations
- Commercial facility parking
- Other large users like airports

Assumptions
- Differentiated solutions
- Utilization of projections/market driven
- Cultural shifts/education and behavior changes
- P3 opportunity

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Opportunities
- Workplace
  o Workplace polices for employees/location and priority of charging spots
  o Building best practices for business and industry—utilities taking the lead as employer of individuals using EVs
  o Incentives for workers
  o Incentives for businesses (tax credits)
  o Are charging stations at workplaces beneficial or detrimental?

Municipal/community
  o Publicly owned facilities
  o Utilization of public funds to build capacity
  o Street parking (NYC model)
  o Developing model ordinances for municipalities
  o Opportunity charging vs. destination charging
  o Surface lots vs. multilevel parking lots
  o Public ROW and infrastructure development

Stakeholders
  o Broadbased P3 Opportunity
  o Public sector
  o Private sector
  o Disabled community members

Other notes from notetaker
- EV charging Installations in the Public Right of Way - EVCROW was discussed in community charging (It was lauded as a good program and needs a quantity increase to increase participation)
- Workplace EV charging stations in the Parking lot of Office buildings.
- Scenario Before: The EV charging stations in the parking lot were in prime locations like 100 or 200 meters from any of the functional entry or main entrance of the building.
- Scenario Current: The EV charging points are shifted to more farther locations within the parking lots.
- Inference: The prioritizing of the charge points has reduced with time for electric vehicles.
  o One possible reason could be since there aren't increase in the EVs as much the infra planners would have expected most times the
- EV spots were vacant leading to empty spaces whereas the regular Fossil fuel cars users scrambled for spaces close to the functional or main entry of the building.
  o The scarcity of the destination charging points in general public use places for electric vehicle owners was raised.
  o The taxi / fleet service electric cars which had shortcomings for charging points in commute was also discussed.
- If there are any misinterpretations, I would correct it the next time. Looking forward to the next edition with more Inputs and participation.

Breakout Session on Public DC fast charging Infrastructure for specific use cases, i.e., TNCs, corridors, long-distance (Yellow Group)

Challenges
- Encourage smart charging design
  o More expensive
  o Has public value

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- Understand charging behavior
  - Own charging stations – school buses
    - Social equity
  - Gentrification/Public Health
- Financial equity
  - Fossil fuels are more favorable and profitable – due to this, other resources towards sustainability are facing losses
  - Can be resolved
    - e.g. Iowa – 100% wind energy due to carbon tax

Many investors are going towards sustainable resources than fossil fuels – shows change
- (1) Residential, (2) Public infrastructure, (3) Multi-units
- Streamlined process moves much quicker than utilitarian approach
- Utility ownership – at the beginning v. imp
- Portfolio Approach – most effective

**Breakout Session on Medium- to Heavy-duty vehicles – CTA, School buses, Proterra, Amazon, FedEx, UPS, etc. (Blue Group)**

**Challenges**
- Distribution/Delivery
- Trip Duration
- Recharging on route
- Upfront costs
- Use existing transformers or need additional transformers
- Existing technology

**Opportunities**
- Managed charging
- Chargepoint and other EV charging stations
- Communicate as an improvement
  - Education & outreach
  - Incentives
  - Planning
- Bulk acquisition
- Workforce development
  - Manufacturing
  - Retraining

**Resources**
- Driving a Cleaner Illinois Program
  - IL EPA
- EV state capital budget

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