



Tahoe-Truckee Plug-in Electric Vehicle Toolkit for Charging Destinations

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Tahoe Regional Planning Agency

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1. Tahoe-Truckee as a Plug-In Electric Vehicle Destination

Plug-in electric vehicles (PEVs) are growing in popularity throughout the United States and particularly in California, where 32% of national PEV sales have occurred to date.¹ Over the next five to ten years, the market for electric vehicles is poised to grow substantially. Innovation in vehicle technology has led to the development of more affordable extended range electric vehicles such as a 200+ mile Chevrolet Bolt and the much anticipated Tesla Model 3 (available in 2017). There is also state-level policy driving growth in the PEV market - California's Zero Emissions Vehicle (ZEV) Program requires 15 percent of light duty vehicles sold in California be ZEVs by 2025.

The Federal Highway Administration recently designated segments of I-80 and US 50 highways surrounding the Tahoe-Truckee Region as alternative fuel corridors. Furthermore, there are another 6-10 fast charging units planned along I-80 and US 50 corridors leading into Truckee and South Lake Tahoe. These fast charging corridors will provide convenient and reliable access to charging that will enable drivers to access the Tahoe-Truckee Region in their PEVs.

Visitors to Lake Tahoe account for nearly 42 percent of daily in-basin trips. The Region's population of 55,000 full-time residents is dwarfed by the nearly 10 million vehicles and 24 million annual visitors who come to enjoy Lake Tahoe's crystal blue waters and surrounding alpine experience.² As the adoption of electric vehicles grow, the availability of PEV charging stations will be more of a factor in tourists lodging, dining, and recreation decisions. Charging destinations can play a key role in supporting the Tahoe-Truckee Region as a PEV destination by helping to cater to visitors' charging needs.

A recent report on PEV Tourism in New York concluded that in order to address range anxiety (i.e., fear of running out of battery) and to increase the likelihood of a successful PEV tourism approach, public and private sector operators must collaborate on assembling a supportive PEV ecosystem in the region.³ To that end, the Tahoe Regional Planning Agency and Truckee Donner Public Utility District have put together the following toolkit to provide tourist destinations with the information and resources they need to make informed decisions about installing, managing, and promoting charging infrastructure.

This toolkit covers the following topics:

- Benefits of installing charging infrastructure,
- Charging infrastructure types and costs,
- Available funding and financing,
- Siting requirements and sample configurations, and
- Best practices for outreach, marketing, and management.

¹ California Plug-in Electric Vehicle Collaborative. PEV Sales Dashboard, 2011 through November 2016.

<http://www.pevcollaborative.org/pev-sales-dashboard>

² Tahoe Regional Planning Agency. 2017. Regional Transportation Plan.

³ New York State Energy Research and Development Authority. June 2015. Electric Vehicle Tourism in New York State.

<https://www.nyserda.ny.gov/-/media/Files/Publications/Research/Transportation/Electric-Vehicle-Tourism-in-New-York-State.pdf>

2. Benefits of installing charging infrastructure

There are many advantages to installing PEV charging infrastructure at tourist destinations, whether it be a large resort, hotel, restaurant, retail shop or single recreational site.

- **Show commitment to sustainability:** Installing electric vehicle chargers outwardly demonstrates your business' or organization's commitment to the local environment and global climate. This is a great opportunity to exhibit leadership in an emerging industry while also improving local air quality and reducing greenhouse gas emissions. Tourists visiting the Lake Tahoe region are there to enjoy its natural beauty and recreational opportunities. Helping to protect Lake Tahoe is integral step that destinations can take to maintain and improve the strength of the regional tourism industry. Investing in electric vehicle charging stations communicates to visitors that you are doing your part to protect the environment.
- **Provide a competitive edge and attract new visitors:** Hosting PEV charging stations can drive traffic to businesses and destinations, setting them apart from the competition. For visitors who drive a PEV, the convenience of "opportunity charging" while they lodge, dine, shop or play is an attractive lure when your competition doesn't have it - especially for those visitors who do not have access to convenient home charging while they are in the area.
- **Increase dwell time:** Increasing the amount of time visitors spend at a destination, referred to as "dwell time", can lead to increased revenue. While they are waiting for their vehicles to charge, PEV drivers are more likely to linger at businesses, potentially increasing sales. A case study by the PEV charging infrastructure company ChargePoint found that installing charging stations can increase customer dwell-time by an average of 50 minutes per customer.⁴



Figure 1. EV Charging Stations Sign at the Firelite Lodge
(image source: [PlugShare](#))

⁴ ChargePoint Inc. 2015. Case Study: Leading Retailer Partners with ChargePoint to Attract and Retain Loyal Customers. <https://www.chargepoint.com/files/casestudies/cs-retail.pdf>.



Figure 2. EV Charging Stations at the Hyatt High Sierra Lodge (image source: [PlugShare](#))

3. Charging infrastructure types and costs

3.1 Charging Infrastructure Types

Electric vehicle charging infrastructure is typically differentiated by the maximum amount of power that can be delivered to the vehicle's battery. This determines the time that it takes to charge the vehicle's battery. **Table 1** provides a summary of the three types of charging equipment.

The most relevant charging equipment type for tourist destinations will be either Level 1 or Level 2, as described below. The other fast charging option is more suitable for corridors where drivers can charge up quickly and move on with their travel. As discussed in the next section, fast chargers are also much more expensive to install so the cost outweighs the benefit for tourist destination applications.

Table 1. Electric Vehicle Supply Equipment Types

| | Level 1 Alternating Current | Level 2 Alternating Current | Level 2 & 3 Direct Current (aka DC fast charging) | | |
|--------------------------------|---|---|--|---|---|
| Description | Uses a standard plug - 120 volt (V), single phase service with a three prong electrical outlet at 15-20 amperage (A) | <ul style="list-style-type: none"> Used specifically for PEV charging ~ 240 V AC split phase service that is less than or equal to 80 A. | <ul style="list-style-type: none"> Used specifically for BEV charging Typically requires a dedicated circuit of 20-100 A, with a 480 V service connection. | | |
| Connector type(s) |  |  |  |  |  |
| | J1772 charge port | J1772 charge port | J1772 combo | CHAdeMO | Tesla combo |
| Use | Residential or workplace charging | Residential, workplace, or opportunity charging | Rapid charging along major travel corridors | | |
| Limitations | Low power delivery lengthens charging time | Requires additional infrastructure and wiring | Can only be used by BEVs currently. Provides power much faster than the AC counterparts, but are more expensive to build and operate due to the necessary equipment and electrical upgrades | | |
| Time to charge | 2 to 5 miles of range per 1 hour of charging; | 10 to 25 miles of range per 1 hour of charging; | 50 to 70 miles of range per 20 minutes of charging | | |
| | Depending on the vehicle battery size, PHEVs can be fully charged in 2-7 hours and BEVs in 14-20+ hours | Depending on the vehicle battery size, PHEVs can be fully charged in 1-3 hours and BEVs in 4-8 hours | Depending on the vehicle battery size, BEVs can be fully charged in 30-60 minutes. | | |
| Infrastructure required | <ul style="list-style-type: none"> Charging outlets should have ground fault interrupters installed and a 15 minimum branch circuit protection. Requires no new electrical service for a building operating on an existing circuit. | <ul style="list-style-type: none"> Requires additional grounding, personal protection system features, a no-load make/break interlock connection, and a safety breakaway for the cable and connector. If 240 V service is not already installed at the charging site, a new service drop will be required from the utility. | <ul style="list-style-type: none"> Requires a three phase DC power supply with 480 V service. Requires additional grounding, personal protection system features, a no-load make/break interlock connection, and a safety breakaway for the cable and connector. | | |

3.2 Equipment and Installation Costs

There is a variety of electric vehicle charging equipment available today and costs can vary depending on the charging level required, desired amenities, and installation location. PEV charging station costs are primarily comprised of hardware, permitting, and installation.

Table 2 summarizes the expected costs of Level 1 and Level 2 (including both AC and DC fast charge) electric vehicle charging stations installed in non-residential applications.

Table 2. Cost ranges for single port electric vehicle charging stations in non-residential applications⁵

| Cost Element | Level 1 | | Level 2 | | DC fast charge | |
|---------------------|--------------|----------------|----------------|-----------------|-----------------|-----------------|
| | Low | High | Low | High | Low | High |
| Hardware | \$300 | \$1,500 | \$400 | \$6,500 | \$10,000 | \$40,000 |
| Permitting | \$100 | \$500 | \$100 | \$1,000 | \$500 | \$1,000 |
| Installation | \$0* | \$3,000 | \$600 | \$12,700 | \$8,500 | \$51,000 |
| Total | \$400 | \$5,000 | \$1,100 | \$20,200 | \$19,000 | \$92,000 |

* The \$0 installation cost assumes the site host is offering an outlet for PEV users to plug in their Level 1

The values presented in Table 2 are based on single charge ports being installed at each location. It is also worth noting that the marginal cost of the next charger installations—for each level of charging infrastructure shown in Table 2 – is a fraction of the total installed cost listed.

Factors that affect the cost of electric vehicle charging infrastructure include:

- **Type of mounting:** Charging hardware are available as wall mounted or pedestal mounted units. Pedestal mounted units typically costs \$500-\$700 more than their wall mounted counterparts due to material, manufacturing, and install construction costs.
- **Technological Features:** The simplest units provide a charging port and electricity, however there are many amenities and features that can be included in hardware and subscriptions such as networking, data collection, usage monitoring, user communication, and billing options. These types of units are often referred to as “smart chargers”.
- **Location:** The farther away the charging station is from the electrical panel, the higher the installation costs. This is due to the need to trench or bore long distances to lay electrical supply conduit from the electrical panel to the charging location. A 2013 EPRI study found that L2 sites that required special work such as trenching or boring were about 25% more costly.⁶
- **Electrical needs:** In most cases, charging stations need a dedicated circuit for each EVSE unit on the electrical panel, sufficient electrical capacity from the utility connection the electrical panel, and sufficient electrical capacity at the panel. If the selected site does not meet these three key electrical needs, then electrical upgrades are required. The most common electrical upgrade for

⁵ Cost ranges are based on data from [U.S. Department of Energy. 2015. Costs Associated With Non-Residential Electric Vehicle Supply Equipment](#) and [EPRI. 2013. Electric Vehicle Supply Equipment Installed Cost Analysis](#).

⁶ [EPRI. 2013. Electric Vehicle Supply Equipment Installed Cost Analysis](#).

installing a L2 electric vehicle charging station is a re-organization of the panel to create space for a 40 amp circuit. However, more significant electrical work such as upgrading transformers are much more costly.

For cost effective installations, we recommend that tourist destinations and businesses opt for simple Level 2 AC charging equipment. If you provide charging as an amenity (e.g., free of charge), then you will avoid the additional costs to maintain networked equipment with payment options. It is likely that the higher cost of a “smart charger” and the monthly networking fees would be higher than the revenue received from making customers pay for charging, particularly for seasonal tourism.

3.3 Permitting

Local permitting and inspection offices in the Tahoe-Truckee Region have differing requirements for PEV charging station projects. Jurisdictions require some or all of the following:

- Electrical or building permit application,
- Plan for installation,
- Line drawing,
- Electrical load calculation,
- Permit and inspection fee, and
- Inspection.

In addition to variations in the application materials required for different local governments, the permitting and inspection fees vary widely. Some jurisdictions may require fees less than \$100 while others in the region charge over \$300, depending on the valuation of the project and work required.

Depending on where the charging station is sited within the Tahoe Region, a permit from the Tahoe Regional Planning Agency (TRPA) may be required:

- If the charging station is going to be installed on existing impervious surface and/or if grading under 7 cubic yards is needed, TRPA requests that applicants submit a qualified exempt permit application (for no fee).⁷
- If grading or trenching over 7 cubic yards is needed for the installation, a grading permit is required. Grading permits are approved through TRPA and the fee is approximately \$501 (as of December 2016). Grading permits are only issued for work conducted during the grading season which is from May 1 through October 15.⁸
- If a charging station requires new land coverage on an undeveloped site, more permitting is involved.

⁷ Qualified exempt applications can be emailed to Alyson Borawski aborawski@trpa.org. For more information please see http://www.trpa.org/wp-content/uploads/Exempt-Qualified_Exempt_Activity_Application_2-26-16.pdf

⁸ Tahoe Regional Planning Agency Application Filing Fee Schedule Effective June 8, 2009. http://www.trpa.org/wp-content/uploads/FEE_SCHEDULE_09_CURRENT-VERSION-ONLINE.pdf

3.4 Minimizing the cost of installing new charging infrastructure

Properly planning and citing charging infrastructure can greatly reduce installation costs. Below is a list of tips for minimizing PEV charging station costs, as recommended by the Department of Energy (DOE) Clean Cities program.⁹

When choosing which type of charging equipment to purchase:

- ✓ Choose charging equipment with the minimum level of features that you will need.
- ✓ Choose a wall mounted unit, if possible, so that trenching or boring is not needed.
- ✓ Choose a dual port unit to minimize installation costs per charge port.
- ✓ Determine the electrical load available at your site and choose the quantity and level of equipment to fit within that available electrical capacity.

When looking at possible locations for charging equipment:

- ✓ Place the charging equipment close to the electrical service to minimize the need for trenching/boring and the costs of potential electrical upgrades.
- ✓ Instead of locating the charging station at a highly visible parking spot a great distance from the electrical panel, use signage to direct PEV drivers to the charger.
- ✓ If trenching is needed, minimize the trenching distance.
- ✓ Choose a location that already has space on the electrical panel with a dedicated circuit.

It is also important to consider long term PEV fleet planning. Tourist destinations should consider the quantity and location of charging stations that they plan to install over the next 5 to 15 years before installing the first charging unit. Taking a “dig once” approach can help minimize the cost of installing future units—this includes upgrading the electrical service for the estimated future charging load and running conduit to the anticipated future charging locations.

4. Siting Requirements and Sample Configurations

If you opt to install charging equipment in a parking lot or other location in California that will be available for public and common use¹⁰, then you will need to comply with ADA accessibility and signage requirements. These requirements are covered in the sub-sections below.

⁹ Department of Energy, Clean Cities. 2015. Costs Associated with Non-Residential Electric Vehicle Supply Equipment. http://www.afdc.energy.gov/uploads/publication/evse_cost_report_2015.pdf

¹⁰ Exceptions to ADA requirements are made for EV charging stations that are not made available to the public and are intended for use by a designated vehicle or driver. Examples include, but are not limited to, EV charging stations serving public or private fleet vehicles and/or assigned to an employee.

4.1 Accessibility Requirements

If the charging equipment is installed in a parking lot and will be made available for use by the public, then it will need to be designed so that it meets the California requirements for ADA accessibility.

Table 3 shows the number of each type of accessible space that is required based on the total number of chargers at a location, according to the 2016 California Building Code. These new requirements go into effect on January 1st, 2017 and encompass three types of ADA access:

- Ambulatory parking spaces designed for people with disabilities who do not require wheelchairs, but may use other mobility aids
- Standard accessible spaces designed for people who use wheelchairs but can operate vehicles
- Van accessible spaces for vehicles carrying people who use wheelchairs who cannot operate their own vehicles.

Table 3. Number of accessible chargers required at installations of new public charging spaces¹¹

| Total chargers | Minimum required van accessible chargers | Minimum required standard accessible chargers | Minimum required ambulatory chargers |
|----------------|--|---|--------------------------------------|
| 1-4 | 1 | 0 | 0 |
| 5-25 | 1* | 1 | 0 |
| 26-50 | 1* | 1* | 1 |
| 51-75 | 1* | 2* | 2 |
| 76-100 | 1* | 3* | 3 |
| 101+ | 1, plus 1 for each 300 over 100* | 3, plus 1 for each 60 over 100* | 3, plus 1 for each 50 over 100 |

* Indicates a case where at least one charger is required to be identified with an international symbol of accessibility and restricted to vehicles with an ADA accessible parking placard.

4.2 Signage

If charging stations will be made available for use by the public or are located at facilities open to public travel, then appropriate signage needs to be installed. The California Vehicle Code (CVC) requires that an off-street PEV charging spot be properly identified with signage,¹² and the California Manual on Uniform Traffic Control Devices (MUTCD), which creates consistent standards for signage on public roads, contains several signs and markings to designate spaces for PEV chargers.¹³ These include:

¹¹ California Building Standards Commission, 2016 California Building Standards Code; Section 11B-228.3 describes the number of accessible chargers required and Section 11B-812 describes spatial requirements for accessible chargers.

¹² California Vehicle Code §22511.1(a).

¹³ California Department of Transportation (Caltrans), California Manual on Uniform Traffic Control Devices, Section 2I.03; summarized in Caltrans Policy Directive 13-01.

- General service signs to indicate the location of chargers (**Figure 3**), which can be combined with directional arrows to guide drivers to chargers
- Parking signs to designate restrictions or time limits on charging spaces (**Figure 4**)
- Pavement markings to designate restrictions on charging spaces (**Figure 5**).

None of these signs are required by the MUTCD, but they should be used wherever applicable to provide consistency for drivers in search of charging. General service signs should be used at all charging stations, and parking signs and pavement markings should be used where applicable.

Figure 3. General service sign for chargers and additional signage to indicate DC fast chargers

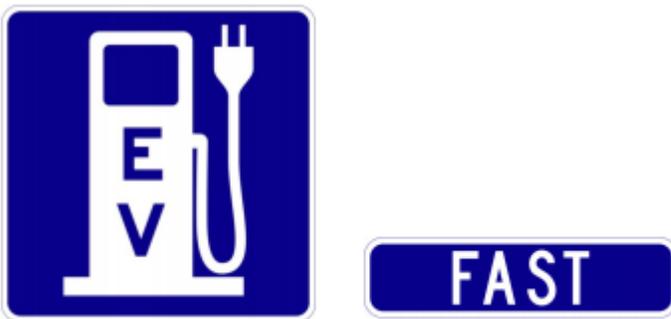
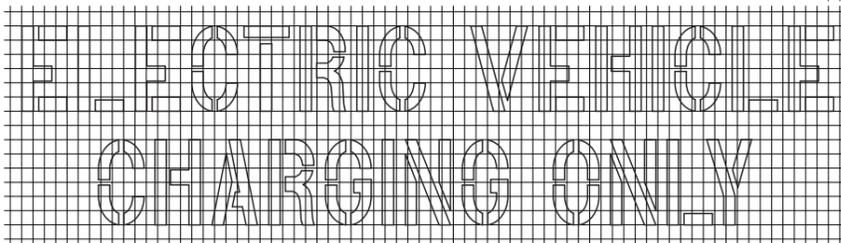
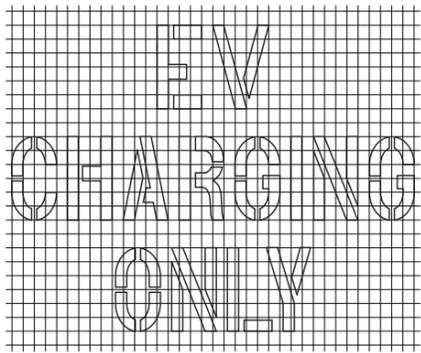


Figure 4. Parking signs to place restrictions or time limits on charging spaces



Figure 5. Pavement markings indicating restrictions on charging spaces

4.3 Configurations

There are many possible configurations for electric vehicle charging stations, depending on where they are sited and who are using them. Public access stations that must comply with the ADA accessibility mentioned in the previous section need to meet certain requirements. **Figure 6**, **Figure 7**, and **Figure 8** below present some sample configurations of ADA compliant public access charging stations.

Figure 6. Possible configuration for 2 EV charge ports¹⁴

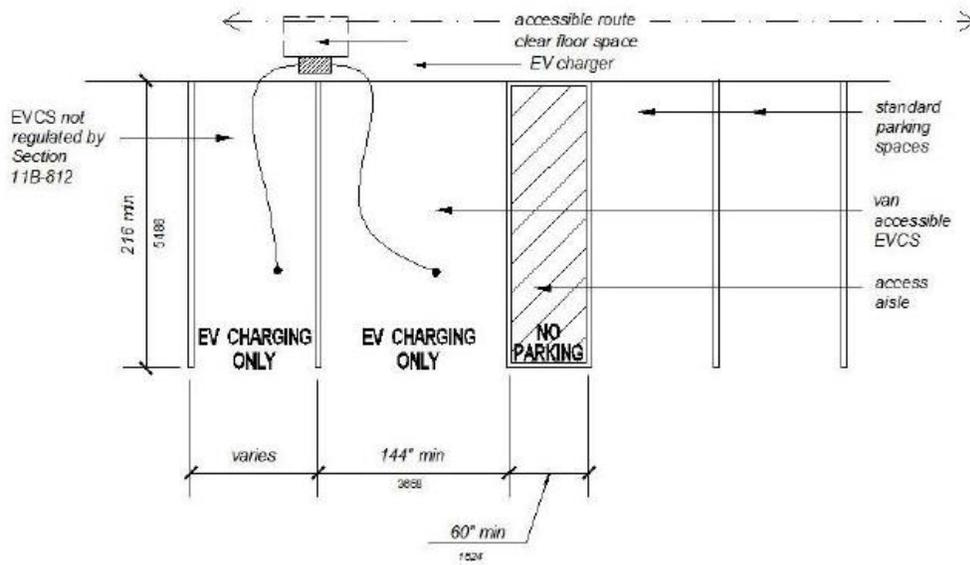
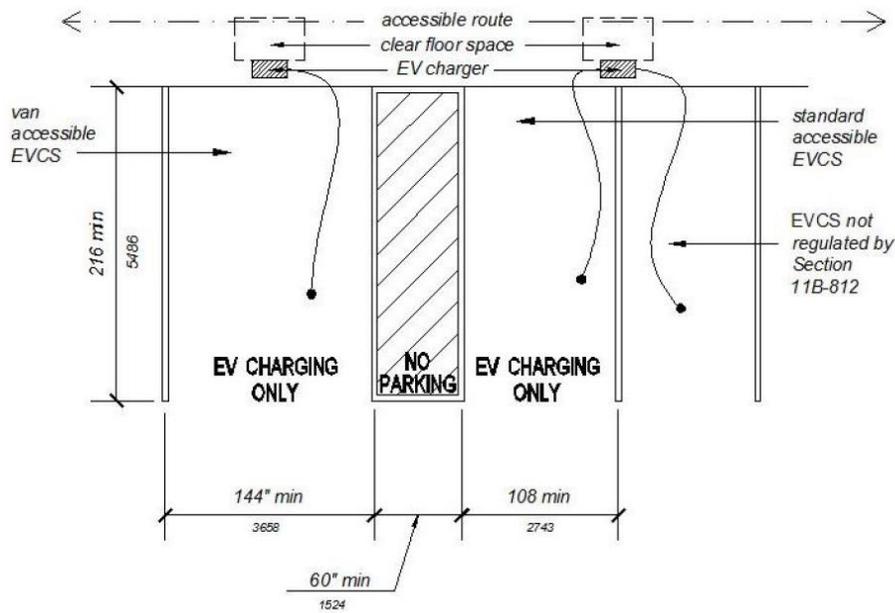
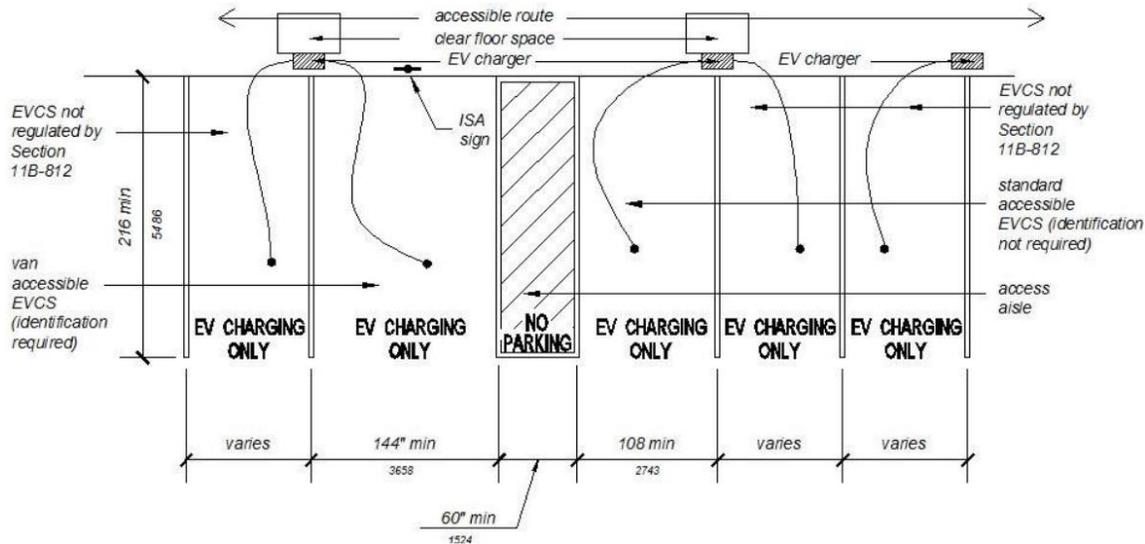


Figure 7. Possible configuration for 3 EV charge ports¹⁵



¹⁴ Configuration presented by Dennis J. Corelis (California Deputy State Architect) at the May 24th, 2016 PEV Collaborative Webinar. Available online < http://www.pevcollaborative.org/sites/all/themes/pev/files/PEVC_presentation_160524.pdf>

¹⁵ California Building Standards Commission, 2016 California Building Standards Code, Section 11B-812, Figure 11B-812.9 Surface Marking.

Figure 8. Possible configuration for 5 EV charge ports¹⁶

4.4 Weather considerations

When deciding on charging station hardware and site configurations, it is important to consider weather impacts. Accumulated snow can obstruct access to charging stations, especially ADA access. A good example of this is shown in Figure 9 below.

In addition, snow plows can damage cords if they are not stored properly. Snow and ice can also encase the cable if it is lying on the ground or otherwise exposed. One way of minimizing these impacts is to locate chargers next to existing structures with roof overhangs or choose charging station hardware that comes with cable management systems or with suspended cables.

Site design can also impact snow removal. The use of bollards and curbing to protect charging hardware from vehicular impacts is recommended because they still provide accessibility and reasonably convenient snow removal.

Figure 9. Charging station whose ADA accessibility has been impacted by snow accumulation (source: PlugShare)



¹⁶ Configuration presented by Dennis J. Corelis (California Deputy State Architect) at the May 24th, 2016 PEV Collaborative Webinar. Available online < http://www.pevcollaborative.org/sites/all/themes/pev/files/PEVC_presentation_160524.pdf>

Wheel stops are not recommended for areas that have heavy snow accumulations, as they can be problematic for snow removal.

5. Available funding and financing

There are many incentives and financing options to help defray the costs of deploying charging infrastructure. These incentives vary at the federal, state, and local levels. **Table 4** provides an overview of the incentives available to local tourist destinations and businesses for PEV charging infrastructure deployment.

Table 4. Funding opportunities for installation of PEV charging infrastructure

| Government Entity | Incentive Program | Funder | Available to | Available through | Incentive available |
|-------------------------------------|---|------------------------------------|---|---|--|
| Federal | Alternative Fuel Infrastructure Tax Credit | Federal (IRS) | Individuals, businesses, fleet owners, employers | Dec 2016, may be extended ¹⁷ | Electric vehicle fueling equipment installed between January 1, 2015 and December 31, 2016, is eligible for a tax credit of 30% of the cost, not to exceed \$30,000 for businesses and \$1,000 for residential consumers. Permitting and inspection fees are not included in covered expenses. |
| State of California | EVSE Loan and Rebate Program - California Capital Access Program (CalCAP) | California Energy Commission (CEC) | Small businesses in CA | Not specified | Provides loans for up to \$500,000 for the design, development, purchase, and installation of electric vehicle charging stations at small business locations in California with 1,000 or fewer employees. ¹⁸ |
| California local governments | Property-Assessed Clean Energy (PACE) financing for residential EVSE | Varies by County | Eligible property owners in Placer and El Dorado, and Nevada Counties | Not specified | PACE financing allows property owners to borrow funds to pay for energy improvements, including purchasing and installing electric vehicle chargers. The borrower repays over a defined period of time through a special assessment on the property. |

¹⁷ This incentive expired December 31, 2016, but may be extended or renewed depending on the next federal tax filing. For up to date information, please see <<http://www.afdc.energy.gov/laws/10513>>.

¹⁸ More information about the CalCAP Program for the Electric Vehicle Charging Station Financing Program can be found online at <http://www.treasurer.ca.gov/cpcf/calcap/evcs/index.asp>.

| Government Entity | Incentive Program | Funder | Available to | Available through | Incentive available |
|----------------------------------|--|--|---|-------------------|--|
| California – local air districts | Motor Vehicle Registration Fee Program | El Dorado and Northern Sierra Air Quality Management Districts | Local government, businesses, individuals, and non-profit organizations in CA | Not specified | Funding is available for projects that reduce air pollution from on- and off-road vehicles. Eligible projects include purchasing alternative fueling vehicles and developing alternative fueling infrastructure. |
| n/a | Tesla/Clipper Creek Destination Charging Program | Tesla | Eligible partners such as hotels, restaurants, and destinations | Not specified | Qualified properties can receive two connectors (one Tesla and one Clipper Creek for non-Tesla EVs) free of charge as long as they are installed in visible or convenient locations. Participants may also qualify for free installation. For more information, visit www.tesla.com/destination-charging . |

There may also be opportunities to partner with other charging infrastructure providers, such as ChargePoint and EVgo. ChargePoint offers financing for charging equipment with low fixed monthly payments.¹⁹

6. Best practices for outreach, marketing, and management

Below is a list of best practices and tips for charging infrastructure hosts that are relevant to tourist destinations in the Tahoe-Truckee region.

Marketing and Outreach

- ✓ Once charger is installed, be sure it is listed publicly on [PlugShare](#) or the [Alternative Fuel Data Center](#) websites so PEV drivers can easily see where the charger is located.
- ✓ Communicate PEV charging amenities to visitors in person, online, and on printed materials.
 - Create a dedicated webpage that lists the locations of PEV charging stations. A good example is [Marriott's Electric Vehicle Charging Stations webpage](#).
 - Communicate availability of electric vehicle charging stations through a press release [like this one from Squaw Valley resorts](#).
- ✓ Include an icon for charging station locations on visitor maps.

¹⁹ <http://www.chargepoint.com/financing/>

Management

- ✓ Train appropriate staff on where the chargers are located and how to use them.
- ✓ Identify staff who can periodically check the charging station(s) to make sure cords are properly wound up, so guests don't trip on them and other vehicles don't drive over them.
- ✓ Periodically check user comments of your charging station on PlugShare to address any issues guest and drivers are experiencing.
- ✓ Provide appropriate signage indicating "Electric Vehicle Only" parking spaces, as well as a sign or information panel of relevant charging etiquette and user instructions.

7. Relevant Resources

- U.S. Department of Energy (DOE) [Plug-in Electric Vehicle Handbook for Public Charging Station Hosts](#): published in 2012, this handbook covers PEV and charging basics, charging station locations and hosts, ownership and payment models, and installing and maintain charging stations.
- New York State Energy Research and Development Authority (NYSERDA) [Siting and Design Guidelines for EVSE](#) : published in 2012 with the Transportation and Climate Initiative, the purpose of these design guidelines is to identify and diagram key siting and design issues that are relevant to local governments as well as developers, homeowners, businesses, utility providers and other organizations interested in best practices for PEV charging implementation.

Permitting weblinks and contact info for local jurisdictions:

- [Tahoe Regional Planning Agency Permitting](#), 128 Market Street Stateline NV, (775) 588-4547
- [City of South Lake Tahoe Building Permits](#), 1052 Tata Lane, South Lake Tahoe CA 96150, (530) 542-6010
- [Town of Truckee Permits/ Open Counter](#), 10183 Truckee Airport Road, Truckee, CA 96161, (530) 582-7820
- [El Dorado County Building Services](#), 924 B Emerald Bay Road, South Lake Tahoe CA 96150, (530) 573-3330
- [Placer County Building Services](#), 775 North Lake Blvd., Tahoe City CA 96145, (530) 581-6280
- [Nevada County Building Department](#), 950 Maidu Avenue Suite 170 Nevada City CA 95959, (530) 265-1222
- [Washoe County EZ Permit](#), 1001 E Ninth Street, Reno NV 89520, (775) 328-2020
- [Douglas County Community Development](#), 1594 Esmeralda Ave., Minden NV 89423, (775) 782-6230
- [Carson City Building Division](#), 108 E. Proctor Street, Carson City NV 89701, (775) 887-2310

