

Electric Vehicle Charging Facilities Code TAG

Meeting Notes

Date: Thursday, September 14, 2023

Meeting Location: Hybrid – Washington Room/WebEx

Call to order:

Greg Metz

Attendance:

TAG Members present: Greg Metz (DLI), Karen Gridley (DLI), Nick Erickson (Housing First Minnesota), William Pim (Electric Utilities), Barry Grieve (BOMA), John Taylor (AMBO), Rachael Spires (MN AIA), Scott Anderson (Large Municipalities)

Guests attending: Amanda Spuckler (DLI), Don Sivigny (DLI), Michelle Dreier, Kyle Berndt, Gary Thaden, Olivia Richert, Noelani Derrickson, and Steve Elkins

1. Call to order
2. Reviewed draft code language for electric vehicle (EV) charging facilities and code change proposals. Discussion of specific draft sections and code change proposals is detailed below.

Definitions

TAG members reviewed the following definitions:

EV charging station – The TAG consensus is to accept the definition.

EV ready space – The TAG consensus is to modify the definition to delete “available,” add “to the space” after “Minnesota Electrical Code” and add “at a minimum” to “Level 2 charging.”

EV capable space – The TAG consensus is to accept the definition.

Level 2 charging – The TAG consensus is to modify the definition to include “single phase.”

Parking facilities – The TAG consensus is to modify the definition to delete the second sentence.

Passenger automobile – The TAG consensus is to include the IBC definition for “commercial vehicle” and define a passenger automobile as any vehicle that is not a commercial vehicle.

Section 8.9.3 EV capable spaces

A TAG member suggested modifying item 1 to exclude perpendicular piercings of walls and building finishes from requirements for EV capable spaces because that can be done with the EVSE is installed.

Table 8.9.2 EV installed, EV ready and EV capable space requirements

TAG members reviewed a code change proposal to modify the EV space requirements to be based on transient and non-transient use of spaces. The TAG consensus is not to apply different requirements for transient parking and to apply Table 8.9.2(1) to all parking spaces. The TAG consensus to modify the requirements for parking facilities with 501 or spaces to require a minimum of 20 spaces plus 2 percent be EVSE installed, a minimum of 15 spaces plus 1.5 percent be EV ready, and a minimum of 75 spaces plus 7 percent be EV capable.

Section 8.9.8 Alternative compliance power allocation method

TAG members reviewed a code change proposal to permit the number of spaces to be based on the total power required in kilo-volt-amperes (kVA) required by Table 8.9.2. Both Table 8.9.2 and the alternative compliance power allocation method require the same amount of electricity be provided for EV charging, but the alternative compliance power allocation method allows for a reduction in the number of required EV spaces because direct current fast charging (DCFC) equipment uses more electricity and charges vehicles faster than Level 2 charging. The TAG consensus was to modify the alternative compliance power allocation to require at least 1 space but not less than 25 percent of spaces be provided with Level 2 charging.

Section 8.9.7.1 Vehicle space size

TAG members reviewed a code change proposal for accessible vehicle charging spaces. The TAG consensus was to modify exception 2 of the proposal to require a minimum 4-foot-wide access aisle for consistency with the other Minnesota State Building Code requirements for the width of the accessible route.

Section 8.9.7.3.5 Encroachment

TAG members reviewed a code change proposal to permit obstructions within 30 inches of the head-end and foot-end of the access aisle when the obstructions do not encroach on the minimum width of an accessible route or impeded access to charging equipment. The TAG consensus is to accept the code change proposal.

Section 8.9.2.1 Dispersion

TAG members reviewed a code change proposal to distribute EV charging spaces equitably among parking facilities and parking classifications. The TAG consensus is not to accept the code change proposal.

Section 8.9.1.3 Identification

The TAG consensus is to modify this section to only require signage at EVSE installed spaces, require the signage to state “EV Charging,” and eliminate height requirements for signage.

Next Meeting:

Date: September 28, 2023

Time: 1:00 PM

Location: Hybrid – Washington Room/WebEx Event

Meeting Adjourned: 3:00 PM

Prepared by: Greg Metz