



Vive la PEV-HOA revolution

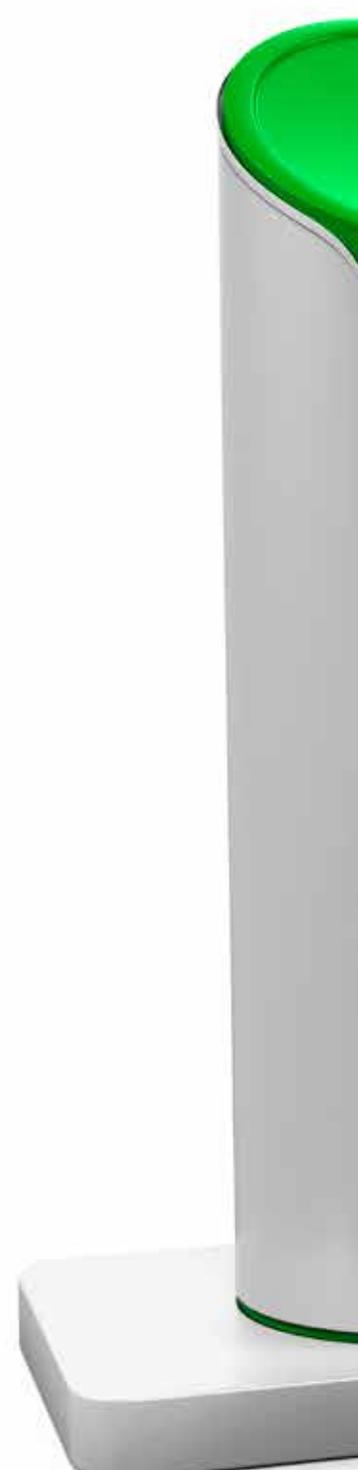
By Juan M. Contreras

As increasing numbers of plug-in electric vehicles (PEVs) take to the streets, HOAs have begun adding charging stations to provide their PEV-driving residents and guests with a convenient location to fuel up. HOAs see benefits in PEV charging stations that increase property value, help attract and retain homeowners and enhance their image for environmental leadership.

The PEV revolution shows no sign of slowing. All major car manufacturers offer PEV models and sales are climbing. In California, which accounts for 45 percent of nationwide sales, about 4,000 PEVs roll off showroom floors each month. According to Nissan, 70 percent of Americans drive fewer than 40 miles per day, so PEVs can easily meet many people's transportation needs.

A desire to save on fuel costs and reduce commute times with High Occupancy Vehicle lane access – all while helping the environment – prompts consumers to drive home either a battery electric vehicle (BEV) or a plug-in hybrid electric vehicle (PHEV). BEVs have electric motors fueled exclusively by plug-in batteries, while PHEVs also have an internal combustion engine that can be refueled at the gas station.

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For more information on adding PEV charging in HOAs – including guidelines, case studies, decision guides, survey tools and more – visit www.pevcollaborative.org/mud.

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HOA Considerations for Charging

Chargers are categorized by charging speed. Level 1 chargers provide 4-6 miles of range for every hour of charge and represent the least expensive option. These are found primarily in places where people can park for 8-12 hours, such as personal garages or airports. Level 2 chargers provide 16-24 miles per hour and can include a payment system. These are usually found where people park for 2-6 hours – workplaces and retail centers, for example. DC fast charging stations (480 volts) provide about 85-percent charge in less than 30 minutes, and may be an interesting option for HOAs with guest and common-area parking and for Community Improvement Districts that include mixed-use facilities. Because of this range of charging times, HOAs interested in charging stations should consider how long users would need access to the charger, as not all BEVs accept DC fast charging.

Installation costs vary widely (roughly \$6,000-\$12,000 per charger). Considerations include the distance to wire a station and whether panel upgrades are required. Multiple charger installations will see a price drop per unit. Some HOAs elect to install a limited number of charging stations to begin with, but include wiring to add additional stations in the future.

To Share or Not to Share

HOAs interested in charging stations should consult their residents to determine their enthusiasm for PEVs. The PEV Collaborative offers a survey that HOAs can use to do this. A survey will help the HOA plan for the type and number of charging stations that will work best for its property. Common-area charging can be dedicated or shared by multiple PEV drivers.

Ownership and Billing Options

There are several ways HOAs can handle charger ownership and billing. The PEV Collaborative has a number of case studies available that illustrate how different properties have approached this. Most HOAs follow one of these four ownership models:

HOA Owns and Manages – The HOA installs, manages and operates charging stations on its property. The HOA charges residents for use, tracks energy usage and manages billing and payments. Users would be charged a flat fee added to the HOA assessment.

HOA Owns, Electric Vehicle Service Provider (EVSP) Manages – The HOA chooses equipment and installs it on its property. An EVSP will handle the management and operation of the charging station. Users can pay a monthly flat fee for unlimited use, pay for electricity used or costs can be allocated through a user's subscription service or to the management company for periodic billing to the user.



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EVSP Owns and Manages – The EVSP provides a turnkey service and installs, manages and operates the charging stations for the HOA for a monthly fee. Similar to above, users can pay a monthly flat fee for unlimited use, pay for electricity used or costs can be allocated through a user's subscription service, which may encompass the cost of using public charging stations.

Homeowner Owns and Manages – HOA unit owners contract for their own charging stations at residents' garages or parking spaces.

Proceeding with Caution

Associations will want to consider if existing agreements and/or covenants, conditions and restrictions (CC&Rs) need to be updated to reflect PEV-charging policies. In all cases, power management should be considered. Can the new charging stations be added without stressing the overall electrical system or does the entire system need to be upgraded? In the case of an individual homeowner, there is no requirement to maintain liability coverage policy for an existing National Electrical Manufacturers Association standard alternating current power plug. However, before approving this type of plug, the HOA should consider whether the homeowner's electricity is part of a common system. If the owner has and pays for separate electricity and has a garage, the other owners and the HOA are not affected.

Juan M. Contreras is Communications Specialist/Events for the California Fuel Cell Partnership.



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Should El Niño Put a Damper on Your Landscape Water Management Plans?

Heck no! In fact, state water agency communications speak to the contrary. HOAs must continue to implement water efficiencies, and CACM has partnered with the California Landscape Contractors Association (CLCA) to offer two new educational programs including a **Water Management Certificate Workshop** (4 CEUs) for community managers to help promote their water management knowledge to their board clients. This workshop also will give participants the knowledge to understand, monitor, oversee and evaluate their landscape contractor's water management solutions. Later in the year, a **Landscape Water Conference** (3 CEUs) will explore California's Model Water Efficient Landscape Ordinance; strategies, tools and technologies for reducing water use; and landscape water management case studies. It also will provide the opportunity to meet with local water agencies and state landscape water experts. Contact CACM or CLCA for more information.

