


Government of the District of Columbia  
Office of the Chief Financial Officer



Jeffrey S. DeWitt  
Chief Financial Officer

**MEMORANDUM**

**TO:** The Honorable Phil Mendelson  
Chairman, Council of the District of Columbia

**FROM:** Jeffrey S. DeWitt  
Chief Financial Officer 

**DATE:** November 29, 2017

**SUBJECT:** Fiscal Impact Statement -Electric Vehicle Public Infrastructure  
Expansion Act of 2017

**REFERENCE:** Bill 22-96, Draft Committee Print as shared with the Office of Revenue  
Analysis on November 17, 2017

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**Conclusion**

Funds are not sufficient in the fiscal year 2018 through fiscal year 2021 budget and financial plan to implement the bill. The bill's implementation will cost \$114,000 in fiscal year 2018 and \$526,000 over the four-year financial plan period and the bill is subject to appropriation.

**Background**

The bill requires the District Department of Transportation (DDOT) to establish an Electric Vehicle Charging Station Pilot Program (Program). The Program requires DDOT to facilitate the installation<sup>1</sup> of at least fifteen publically-accessible electric vehicle<sup>2</sup> charging stations,<sup>3</sup> ensuring at least one station is installed in each of the District's eight wards. The charging stations must provide real-time data to DDOT on energy consumption, length of charging sessions, usage, and payment collection. The Program must be fully operational by January 1, 2019. By January 1<sup>st</sup> of each subsequent year, DDOT must publicly report on the usage of the charging stations and make recommendations regarding an increase in the number and locations of charging stations around the District.

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<sup>1</sup> The bill requires DDOT to partner with private entities or public utilities to operate and maintain the stations.

<sup>2</sup> The bill defines an electric vehicle as one that operates as a fuel cell electric, hybrid electric, or plug-in electric vehicle.

<sup>3</sup> A charging station must have two or more charging outlets to qualify.

**Financial Plan Impact**

Funds are not sufficient in the fiscal year 2018 through fiscal year 2021 budget and financial plan to implement the bill and the bill is subject to appropriation. DDOT does have two existing charging stations, but the Council intends for the Program to include fifteen new stations. The cost to install fifteen stations is approximately \$75,000. Annual electricity and maintenance costs are \$62,000<sup>4</sup> and \$32,000 respectively. DDOT does not presently have a staff member who can oversee the Program and would require a part-time employee to ensure the Program is run effectively, revenues are paid to the District correctly, and the required annual reports are produced. This will cost approximately \$36,000 in fiscal year 2018 and \$154,000 over the four-year financial plan period. DDOT's budget does not contain sufficient resources to implement the Program.

<b>Electric Vehicle Public Infrastructure Expansion Act of 2017</b>					
<b>Bill 22-96</b>					
<b>Implementation Costs</b>					
<b>Fiscal Year 2018 – Fiscal Year 2021</b>					
	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>Total</b>
<b>Installation Costs<sup>a</sup></b>	\$55,000	\$20,000	\$0	\$0	<b>\$75,000</b>
<b>Electricity<sup>b</sup></b>	\$23,000	\$61,000	\$62,000	\$63,000	<b>\$209,000</b>
<b>Maintenance</b>	\$0	\$23,000	\$32,000	\$33,000	<b>\$88,000</b>
<b>DDOT Personnel</b>	\$36,000	\$38,000	\$39,000	\$41,000	<b>\$154,000</b>
<b>Total</b>	<b>\$114,000</b>	<b>\$142,000</b>	<b>\$133,000</b>	<b>\$137,000</b>	<b>\$526,000</b>

Table Notes

<sup>a</sup> Assumes 11 stations are installed in fiscal year 2018 and 4 stations are installed at the beginning of fiscal year 2019.

<sup>b</sup> Electricity consumption in fiscal year 2018 assumes six months' worth of usage.

Users do pay both meter fees<sup>5</sup> and an inconvenience fee<sup>6</sup> for use of charging stations in public space. More stations will generate additional revenue for the District, but we do not know the location of the new charging station sites nor what the utilization at those sites will be. Therefore, it is difficult to project how much revenue might be generated. Additionally, the District must budget for each of the costs associated with the Program and cannot directly offset any of them with these revenues.

<sup>4</sup> For current stations, the Department of General Services pays the electric bills on behalf of DDOT.

<sup>5</sup> Parking Prohibited By Posted Signs, effective September 30, 2016 (18 DCMR § 2406.14).

<sup>6</sup> Public Space Permit Fees, effective October 8, 2016 (24 DCMR § 225.1(r)).