

MWRF EV Charging Feasibility Study

Evaluating the opportunity to deploy high-speed EV
infrastructure at MWRF

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September 23, 2026

EV Charging Revenue Opportunity



Growing EV adoption: upward trajectory despite negative headlines.

Surging DC fast charging demand outpaces deployment rates.

Many desirable properties remain underserved: Charge Point Operators (CPOs) prioritize top-tier sites and large portfolios.

Owners increasingly seek participation beyond fixed rent.

The economics are attractive, but profitable EV charging remains difficult to deploy.

Primary Models for DCFC Deployment

1 CHARGE POINT OPERATOR

Limited owner upside, slow deployment, and selective underwriting.

2 DO IT YOURSELF

Lacks execution capability, involves utility/permitting complexity, and carries a high risk of failure.

3 WHITE LABEL

Install stations in a franchise-like structure utilizing a Charge Point Operator's playbook.

Owners can either give up the upside or take on the complexity.

Deployment Starts with Portfolio Intelligence

How we work

INITIAL PER-SITE FEASIBILITY

- Anticipated CapEx
- Projected P&L utilization scenarios (low / base / high)
- Competitive analysis (3-mile radius)
- Site constraints & risks

PORTFOLIO-LEVEL INSIGHTS

- Rank sites by:
 - return potential
 - speed to deploy
- Identify:
 - "go now"
 - hold / re-evaluate sites
- Recommended rollout strategy

PROGRAM STRUCTURE

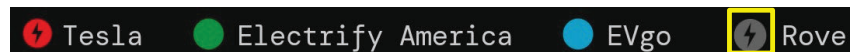
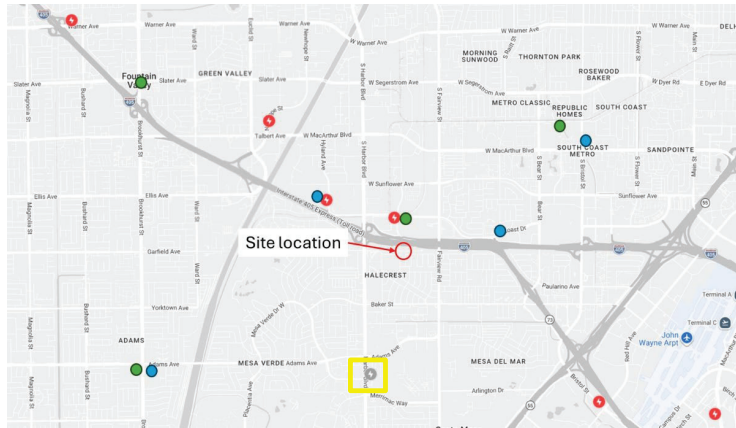
- \$15,000 per site feasibility
- Credited toward development if project moves forward
- Right of First Refusal (ROFR) across the portfolio

We only advance sites that meet defined return thresholds, reducing wasted time and capital.

Competitive Landscape

Mesa Water Reliability Facility and Education Center

Nearby DCFCs over 150 kW



16 DC fast charging locations within 4 miles

46 non-Tesla 350 kW DCFC stalls

108 Tesla Supercharger stalls

Tesla locations averaging ~60% utilization

Demand remains strong despite competition



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Real-World User Experience Evaluation



DIRECT FREEWAY ACCESSIBILITY

- Distance to amenities:
- Chevron: 950', ~4 minute walk
- Raising Cane's: 1,400', ~6 minutes
- In & Out: 1,300', ~8 minutes
- Localized EV market activity nearby

SAFETY

- No overhead street lighting
- Back alley feel
- Heavy trash in the area
- Must pass low end housing and motel to access amenities

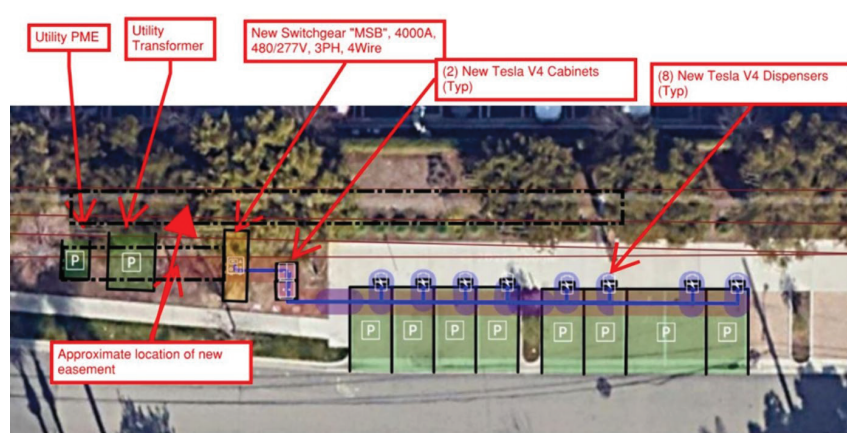


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Proposed Site Layout

EVlogic reached out to Tesla on MESA Water District behalf as requested and **Tesla turned the project down.**

Tesla for Business Superchargers



- 8 Tesla V4 dispensers, 500 kW max output
- Flat parking layout simplifies construction
- Strong utility proximity and overhead distribution lines

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Site Challenges

- Client has no claim to land
- Safety & vandalism concerns
- Amenities are too far away
- Single site opportunity
- Costa Mesa is joining the Orange County Power Authority in 2027, which may end free power delivery to the site
- No clear off taker to minimize utilization risk
- Area may be saturated with charging infrastructure.
 - New Rove site with 28 Tesla ports is not showing strong early traction but is +7 minutes from the 405.
- Charge Point Operators will not approve this site, including white label opportunities

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Recommendation — Pass

- 1 Lack of any land rights makes project near impossible**
- 2 This site will not qualify for any Charge Point Operator program**
- 3 DIY Model**

No inhouse expertise to run this business
Huge operational challenges
No native app or navigation integration to help drive traffic
Disjointed payment and back office systems to coordinate
Ongoing O&M without scale will cannibalize any profits

QUESTIONS?