

September 20, 2012 MEETING SUMMARY

ITEM #1: WELCOME AND INTRODUCTIONS

Vice Chair Mike Ferry, California Center for Sustainable Energy (CCSE), called the meeting to order at 1:07 p.m. Current Chair, Susan Freedman, San Diego Association of Governments (SANDAG) has been on medical leave. Mr. Ferry welcomed everyone to the fourth meeting of the San Diego Regional Electric Vehicle Infrastructure Working Group (REVI).

ITEM #2: SUMMARY OF THE July 19, 2012 MEETING

Joel Pointon, San Diego Gas & Electric (SDG&E), motioned to approve the meeting summary from July 19, 2012, Randy Walsh, Meissner Jacquét Investment Management Services, seconded the motion. Motion carried without opposition.

ITEM #3: ANNOUNCEMENTS AND PUBLIC COMMENTS

Mr. Pointon announced that *Plug-in 2013* will be held in San Diego from September 30 to October 3, 2013. Mr. Pointon also mentioned that SDG&E has produced a timer that you can place in your electric vehicle that allows someone to know when they can unplug the car. These timers were available at the National Plug-in Day event here at CCSE and will be available via SDG&E. Mr. Pointon also told the group that he learned that the combo connector will be the official connector standard for the US going forward for all DC fast charging stations. The publication date has yet to be announced.

Mr. Walsh said that the DC fast charger installation at Santa Ysabel is currently under construction. He did not announce when the installation would be finished.

ITEM #4: PEV READINESS REGIONAL UPDATE - SEPTEMBER 2012

David Almeida, CCSE, briefly described PEV-related developments in the San Diego region since the July REVI meeting. Mr. Almeida discussed the latest EV Project installations, Airport charging stations, the planned Car2Go fleet expansion, and National Plug-in Day.

Randy Schmika, SDG&E, corrected the number of functional workplace and fleet charging stations to 276.

Dave Weil, University of California, San Diego (UCSD), asked if charging stations have to be installed or the agreement in place by the end of the year in order to receive the subsidy offered from EV Project. Mr. Pointon confirmed that to receive the subsidy, all agreements need to be signed by December 31, 2012.

Paul Manasjan, San Diego County Regional Airport Authority, confirmed that 40 charging stations are scheduled to be installed in the Terminal 2 expansion. Mr. Ferry added that there are additional charging stations near the airport, specifically Ace parking and private lots across the street from Terminal 2.

Will Berry, Car2Go, commented that Car2Go customers use charging stations owned by the Port of San Diego

for driving to and from the airport. He also shared that Car2Go is expanding its service territory to offer services in Mission Valley. Mr. Berry informed the group of a nationwide price increase for Car2Go customers; the rate increase is from 35 cents per minute to 38 cents per minute. Despite this increase, membership is growing. Car2Go also had a recent Groupon deal resulting in 300 new members. Mr. Berry also noted that Car2Go was recently recognized with a Women in Transportation Award for its sustainable services.

Mr. Ferry asked if Car2Go has data on the electric miles driven in San Diego. Mr. Berry did not know firsthand, but would be able to provide those numbers after corporate approval. Mr. Ferry asked how Car2Go keeps their cars charged. Mr. Berry noted that this is a "24/7 operation". Staff will go to the physical location of the vehicle and transport that vehicle to the closest charging infrastructure. Once there is more public infrastructure, the company is likely to reward members with free minutes if they use public charging.

Mr. Walsh commented that commercial charging hosts are reluctant because they do not want Car2Go vehicles occupying their charging sites for a prolonged period. Mr. Walsh asked if the City of San Diego could help with this problem.

Jacques Chirazi, City of San Diego, commented that EV charging stations with on-street parking has had delays and updates are needed to municipal codes to make on-street charging possible. Also, having access to the charging barn will help Car2Go.

Mr. Almeida announced that the San Diego National Plug-in Day is scheduled for September 23. SDG&E will have a booth and will talk to event participants about home installations. Ecotality will also have a booth and will discuss the EV Project. CCSE will have a booth to discuss the Clean Vehicle Rebate Project (CVRP).

Mr. Ferry announced that the CVRP will be administering its 10,000th rebate soon and commented that this shows that the market is growing with notable progress over the past two years.

ITEM #5: PLUG-IN ELECTRIC VEHICLE OWNER SURVEY

Mr. Almeida gave REVI members an overview of the CVRP survey conducted by CCSE and the California Air Resources Board. Mr. Almeida shared that the survey provides information on vehicle use, charging behavior, access to charging, fueling costs, and household demographics. The full report is available online at the following link: www.energycenter.org/pevsurvey

ITEM #6: CALIFORNIA ENERGY COMMISSION PEV INFRASTRUCTURE AWARDS FOR SAN DIEGO

The California Energy Commission (CEC) recently named proposed awards for this year's second round of alternative fuel infrastructure grants, which supports the installation of alternative fuel technologies including EV charging stations. The San Diego region will likely receive approximately \$1.3 million toward the expansion of EV infrastructure.

Mr. Pointon commented that SDG&E wrote 3 letters of support for companies that received notices of proposed awards. SDG&E will support in-kind donation of up to 10% of the cost to fund a Project Manager over the life of the projects. Mr. Pointon also discussed the multi-family project proposed by Coloumb. This project is similar to the multi-family residential Coloumb project currently underway in San Francisco. Efforts will be made to share best practices with the San Diego project. Mr. Pointon expects Coloumb to have the CEC contract in place by Q1 2013. SDG&E will also work with SANDAG to reach out to all agencies in the region.

Mr. Chirazi noted that the City of San Diego also wrote letters of support for 3 of 4 projects.

Tyler Petersen, CCSE, spoke about the proposed CEC award for AeroViroment. Mr. Petersen commented that AeroViroment plans to install a number of residential charging stations through the Cal Electric Residential EVSE Deployment program. AeroViroment is also partnering with Car2Go's fleet EVSE program, which proposes installations of charging stations at local apartment venues and YMCAs.

Byron Washom, UCSD, spoke to the group regarding UCSD's intelligent charging project, another proposed award from the CEC. RWE, Germany's second largest utility, is partnering on the project and will be providing the technology and engineering support. This project plans for 26 Level 2 charging station and three public DC fast charging stations on the UCSD campus. The three DC fast chargers will be the first installations scheduled to begin in the first quarter of 2013.

Chris Schmidt, California Department of Transportation, asked if the rules and regulations associated with these CEC awards are similar to those directing the federally funded EV Project. Mr. Washom commented that the UCSD/RWE project is will be using state funding, and will have different regulations than the EV Project. Furthermore, this project does not require local permits because UCSD is a self-regulated entity.

Lindsee Tanimoto, CEC, commented that the CEC held a workshop on September 19 regarding public comment to future funding for EVSE infrastructure and the participant feedback will give the CEC more guidance of where to distribute funds. He was not sure when next round of solicitations will be.

Mr. Schmidt asked how the CEC-funded program is different from the EV Project. Mr. Ferry responded that the EV Project was a specific, one-time, federally-funded project. The EV Project had EV manufacturers (Nissan, Chevy) with specific guidelines. The CEC funding comes from Assembly Bill (AB) 118, which provides funding for the Alternative and Renewable Fuel and Vehicle Technology Program. Under this current solicitation, the proposed projects focused on multi-family residential charging, fleet infrastructure and DC fast charging.

Mr. Almeida added that the CEC is open to feedback and encouraged REVI and San Diego PEV stakeholders to reach out to the CEC. Mr. Schmidt proposed that REVI members take advantage of the opportunity to provide input on this funding. Mr. Almeida stated that staff is working on putting together a list of issues to provide to CEC.

Mr. Petersen updated the group on the specifics of the Green Charge Network's proposal that includes battery storage technology with Smart Grid enabled DC fast charging stations. Four DC fast charger installations are planned for the Cities of San Diego (three stations), and Carlsbad. Mr. Schmika commented that Green Charge only received half of the funding that they requested and was concerned how that will affect the project and potential locations. Mr. Petersen responded that the scope of the CEC contract was still being constructed, but it is likely that they will have fewer installations. Mr. Petersen also encouraged REVI member to support the project to keep the San Diego sites in the Green Charge Network's statewide project.

ITEM #7: REVI CASE STUDY AND GUIDELINES

Staff continues to develop case studies and guidelines for on-street parking, DC Fast Charging Station installation in Santa Ysabel, and the Office of Planning and Research Guidelines for EV Deployment.

ITEM #8: NEXT MEETING INFORMATION

Mr. Almeida announced that the next meeting is scheduled for Thursday, November 8, 2012 from 1:00pm-2:30pm. Location is yet to be determined. Staff will send out a notice to REVI members once a location has been finalized.

ITEM #9: MATTERS FROM MEMBERS INFORMATION

Mo Lahasia, the City of Oceanside, shared that residents he has talked to are worried that PEV technology is moving too quickly and this is a significant reason why people do not want to buy these vehicles. He also expressed their uncertainty surrounding the resale value of these vehicles.

Mr. Ferry stated that CCSE has been monitoring this through the CVRP. Nissan and Chevy have recognized these concerns and offers great rates for two year leases. Nissan is also starting to allow customers the option to trade in an older Leaf for a newer version and also take advantage of low lease rates.

Brendan Reed, City of Chula Vista, stated that his city has been trying to install EV charging stations on city-owned property. However, the City has not received a definitive response from ECOtality surrounding ongoing operations and maintenance costs for the stations after the term of the EV Project in 2013. Mr. Reed asked if other members have resolved this contracting issues with ECOtality. Mr. Reed also announced that the City will be releasing a request for information from electric vehicle service providers. The motivation behind the request is that the City would like to eventually contract with an EVSP to install, operate, and maintain public charging stations.

Mr. Chirazi commented that the City of San Diego is experiencing similar contracting issues with ECOtality and the City is equally reluctant to operate and maintain the asset.

Mr. Schmidt proposed that we agendaize this topic for the next meeting to give REVI members an opportunity to have a unified approach to increasing EVSE deployment in San Diego.

Mr. Almeida offered to the group to have a special meeting regarding the contracting issues jurisdictions are having with ECOtality. There was group consensus that this was an important issue and a meeting with ECOtality representatives, jurisdictions and other interested parties would be scheduled for September 26.

ITEM #10: ADJOURNMENT

The meeting was adjourned at 2:45 p.m.