

San Joaquin Valley Plug-in Electric Vehicle Coordinating Council Meeting #2 | March 7, 2013 | 10:00 a.m. – 12:00 p.m.

Welcome and Introduction

Nhia Vu, SJV APCD

Announcements and Public Comments

All

Summary of Feb 7 Meeting

Jessica Thoma, CCSE

Regional PEV Readiness Plan Development

SJV PEVCC Members & Tyler Petersen, CCSE

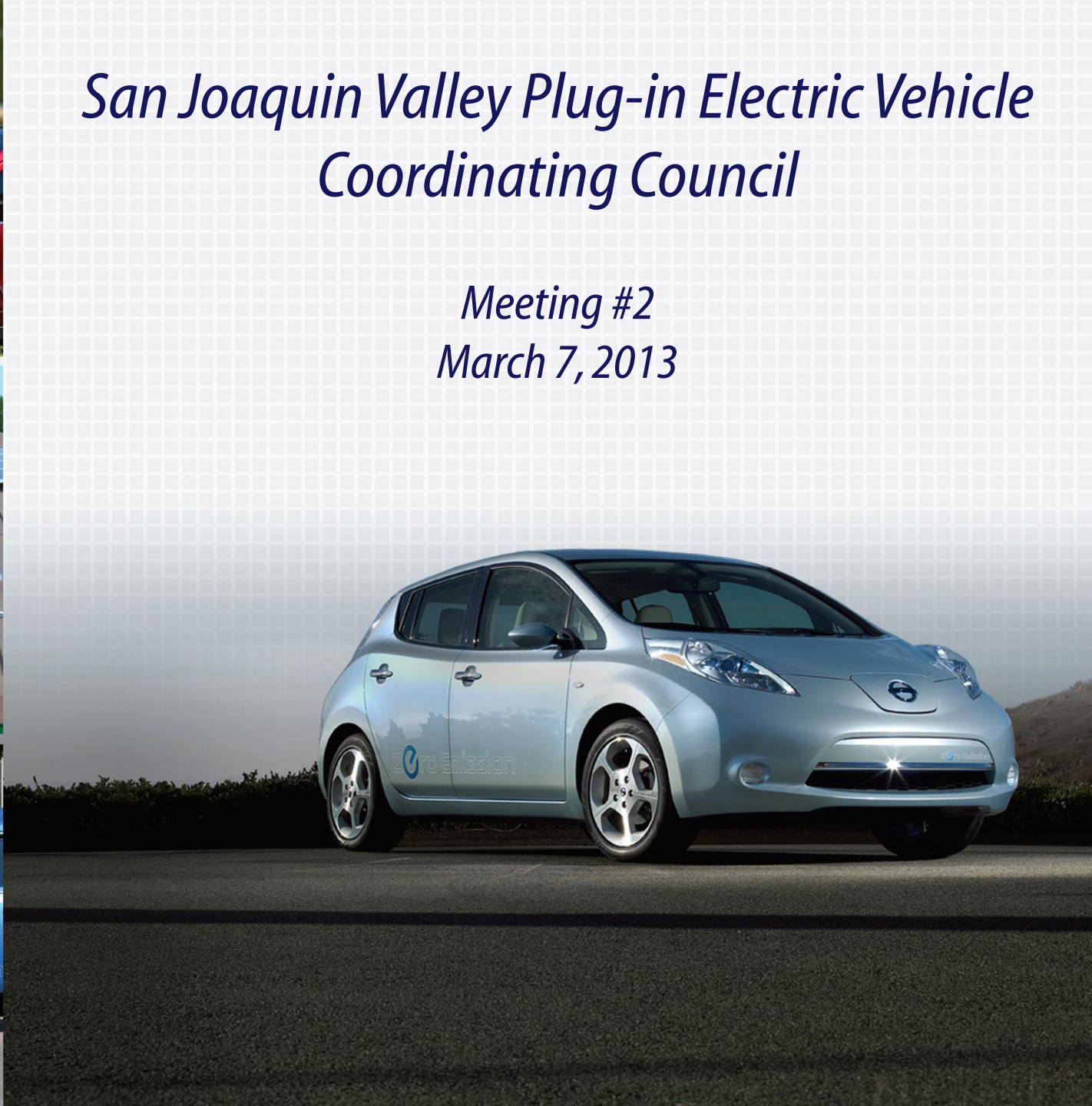
- ✓ PEV Zoning and Parking Rules
- ✓ Lack of Public Knowledge of PEV and EVSE
- ✓ Training and Education for Municipal Staff and Electrical Contractors

Barrier topics for April 4, 2013 Meeting

SJV PEVCC Members

San Joaquin Valley Plug-in Electric Vehicle Coordinating Council

*Meeting #2
March 7, 2013*



SJV PEVCC Meeting Summaries

- ✓ Download PDF at
www.energycenter.org/pluginready

Includes:

- ✓ Detailed meeting notes
- ✓ Attendee list
- ✓ Links to resources



Prioritized PEV Barriers

Agenda Item XX



Progress on Regional PEV Barriers

Barriers/Solutions Being Addressed by Statewide Department of Energy PEV Project and SJVPEVCC

Barrier	Progress on Solutions – Preparation of Guidance Materials	Priority/Action Items
1. Permitting/Inspection Lack of streamlined permitting and inspection processes and inconsistent (high) costs across jurisdictions.	<ul style="list-style-type: none"> Barrier identified in San Joaquin Valley Plug-In Electric Vehicle (SJVPEV) Readiness Plan (pg. 25 - 32) To be updated as project develops 	<ul style="list-style-type: none"> N/A
2. Building Codes Lack of standard building codes that accommodate charging infrastructure or dedicate circuits for charging infrastructure in new construction and major renovations.	<ul style="list-style-type: none"> Barrier identified in SJVPEV Readiness Plan (pg. 33 – 38) To be updated as project develops 	<ul style="list-style-type: none"> N/A
3. Zoning and Parking Rules Lack of standard regional ordinances that facilitate the installation and access to publicly available charging infrastructure.	<ul style="list-style-type: none"> Barrier identified in SJVPEV Readiness Plan (pg. 19 – 24) To be updated as project develops 	<ul style="list-style-type: none"> N/A
4. Training and Education for Municipal Staff and Electrical Contractors Lack of knowledge about PEVs and EVSE	<ul style="list-style-type: none"> Barrier identified in SJVPEV Readiness Plan (pg. 39 – 42) To be updated as project develops 	<ul style="list-style-type: none"> N/A
5. Lack of Public Knowledge of PEV and EVSE Municipal outreach to Local Residents and Businesses	<ul style="list-style-type: none"> Barrier identified in SJVPEV Readiness Plan (pg. 43 – 47) To be updated as project develops 	<ul style="list-style-type: none"> N/A

SJV PEVCC Goals

- ✓ Increase education and outreach to municipalities and consumers
- ~~✓ Integrate PEVs and infrastructure into regional transportation and land use plans~~
- ✓ **Conduct outreach to local government to recommend integration of PEV and EVSE policies into regional transportation and land use plans**
- ✓ Provide tools and resources to assist counties, cities, and communities in the region become PEV ready
- ✓ Create and publish recommendations and best practices through on-line information sheets for Valley jurisdictions and consumers
- ✓ Communicate and coordinate regularly with surrounding regions regarding best practices

Regional PEV Readiness Plan Development



PEV Zoning & Parking Rules

SJV Readiness Assessment Recommendations

- ✓ Implement consistent general service and regulatory signage for PEVs throughout the San Joaquin Valley
- ✓ Update municipal zoning language for dedicated PEV parking based on PEV market growth
- ✓ Establish regional EVSE parking accessibility guidelines

SECTION 5: ZONING AND PARKING

This section focuses on zoning and parking ordinances and policies and their relationship to the installation of residential and public PEV charging infrastructure in the San Joaquin Valley. The first part identifies potential gaps and areas for improvement in local zoning and parking policies for EVSE from the results of the San Joaquin Valley PEV readiness survey. The second part provides a summary of the actions taken to date regarding addressing signage and parking guidelines for PEVs in the San Joaquin Valley. The final part provides concise recommendations for zoning and parking policies in the region based on lessons learned since the project's inception.

Policy Gaps and Areas for Improvement: Zoning and Parking

Eighteen jurisdictions in the San Joaquin Valley region completed the zoning and parking section of the PEV readiness survey. This is only 31% of the 64 cities and

counties that were included in the survey. Despite the low participation rate, based on the results on this section, we have identified that most of the agencies in the region have not considered zoning and parking policies for EVSE. In fact, only 5% of cities responding to the survey have looked at EVSE requirements of other agencies to determine what zoning and parking requirements are best for their jurisdiction. The table below highlights the results.

Participating Jurisdictions in the San Joaquin Valley: **Clovis, Coalinga, Tracy, Merced, Fresno, Tulare, Bakersfield, Kingsburg, Orange Cove, Arvin, McFarland, Madera, Modesto, Newman, Taft, Visalia, Lodi and Manteca**

Note: The City of **Clovis** and **Merced** had two individuals provide separate responses for their jurisdiction, each was credited. This information is based on surveys conducted in 2012, some cities may have begun working on PEV readiness since the survey was implemented but this will not be reflected in the section below.

Assessing Zoning and Parking Requirements for EVSE and PEVs

Percent*	Agency Assessment
0%	Agency has already adopted requirements for EVSE that we feel would be a best practice example for the state of California
0%	Agency is in the process of adopting requirements for EVSE
5%	Agency is looking at other agencies' requirements for EVSE to determine what is best for their jurisdiction (Merced)
25%	Agency requires further information to determine requirements for EVSE (Clovis, Orange Cove, Madera, Manteca)
15%	Agency has only started to consider how to adapt requirements for EVSE (Tracy, Fresno, Arvin, Visalia)
55%	Agency has not started to look at how to adapt requirements for EVSE (Coalinga, Tulare, Bakersfield, Merced, Kingsburg, McFarland, Modesto, Newman, Taft, Lodi)

*All percentages are rounded to the nearest whole number; as a result, the total percentage may not equal 100%

PEV Readiness Recommendations

Updating PEV Zoning & Parking Policies

- ✓ Implement consistent general service and regulatory signage for PEVs in the region



Group Discussion

Identify Member Action Items

Lack of Public Knowledge of PEV and EVSE

SJV Readiness Assessment Recommendations

- ✓ Develop PEV resources page on regional municipalities and municipally owned utility websites
- ✓ Support, coordinate and expand existing PEV consumer education in the San Joaquin Valley
- ✓ Promote PEV and EVSE incentives to local governments
- ✓ Develop and implement PEV dealer education to San Joaquin Valley car dealerships
- ✓ Create and distribute regionally focused EVSE installation consumer education materials

SECTION 9: OUTREACH TO LOCAL BUSINESSES AND RESIDENTS

This section focuses on PEV outreach to residents and businesses in the San Joaquin Valley. The first part recognizes the barriers and potential policy gaps toward providing PEV and EVSE education and outreach programs and events in the San Joaquin Valley. The next part provides a summary of past and ongoing PEV outreach efforts. The final part offers recommendations to assist municipalities and PEV stakeholder groups in providing PEV and EVSE outreach to businesses and local residents.

Policy Gaps and Areas for Improvement: Outreach to San Joaquin Valley Business and Residents

Overall, there exists a steep learning curve with regard to PEVs and EVSE that spans the entire market from the changes in fueling habits to consumers' interactions with electricity providers. This is especially true for municipalities, residents and businesses in the San Joaquin Valley. The limited amount of knowledge by all stakeholders throughout the San Joaquin Valley stresses the importance of supporting education and outreach across the PEV market spectrum.

Lack of PEV and EVSE Education at Regional Dealerships

Through our research, we have identified that car dealerships in the region have limited knowledge of incentives for PEVs and EVSE. For example, dealerships in the **City of Fresno** are directing prospective PEV owners to the SJVAPCD office for general information on PEV charging stations and PEV incentives. This highlights that many dealerships may not be aware of the significant amount of incentives that are available to residents within the jurisdiction of the SJVAPCD.

These incentives can be as high as \$12,500 per vehicle for individuals and businesses and up to \$22,500 per vehicle for public agencies and local governments (see Section 5: PEV and EVSE Incentives in the San Joaquin Valley).²⁹ In addition, lack of information about incentives on the

dealer level creates an extra step in the PEV purchasing process. Ideally, consumers would have clear information about incentives either before or when they step onto the dealer's lot. If prospective PEV drivers in the San Joaquin Valley visit an area dealer and the dealer fails to effectively communicate information regarding the PEV and EVSE programs and incentives available, then the potential for that customer buying a PEV decreases dramatically.

Limited PEV Knowledge and Budget Shortages for Municipalities

Communities in the San Joaquin Valley have experienced economic constraints, and as a result, San Joaquin Valley cities and counties have cut staff and significantly reduced public spending. These limitations in public agency resources are a significant barrier to implementing PEV education and outreach programs. Increasingly, these agencies are looking for ways to do more with fewer resources.

Many municipal staff we contacted and polled expressed that they are learning about this new PEV/EVSE market along with residents and businesses located in their respective jurisdictions. This is highlighted in the PEV readiness survey results, where staff from the cities of **Newman** and **McFarland** reported that there have not been any PEV outreach events or workshops conducted in their communities. This lack of knowledge, coupled with limited resources, creates a significant barrier to developing municipal PEV education and outreach programs targeting local residents and businesses. Despite this, staffs from the **City of Fresno** and **PG&E** have collaborated on numerous efforts to help drive PEV consumer awareness and promote PEV-user rates for PG&E customers in the Fresno area.

No PEV Resources Available on San Joaquin Valley Municipally Owned Utility Websites

Municipally owned utilities (MOUs) in the San Joaquin Valley do not have a website or accessible link dedicated

²⁹ The incentive amount for residents and local businesses assume the purchase of a battery electric vehicle that includes the federal tax credit, rebate from California's Clean Vehicle Rebate Project and rebate from the SJVAPCD DriveClean/Rebate Program.

Group Discussion

Identify Member Action Items

EVSE Training & Education for Municipal Staff and Electrical Contractors

SJV Readiness Assessment Recommendations

- ✓ Implement at least two PEV readiness trainings for regional municipal staff
- ✓ Leverage regional alternative fuel training funding to implement PEV infrastructure training for EVSE installers
- ✓ Coordinate and expand DOE-funded safety training for emergency first responders in the San Joaquin Valley

SECTION 8: TRAINING AND EDUCATION

This section focuses on training and education programs and efforts related to the installation of residential and nonresidential EVSE in the San Joaquin Valley. The first part recognizes the barriers and potential policy gaps toward providing training and education opportunities for PEV stakeholders in the San Joaquin Valley. The next part provides a summary of the actions taken to date regarding PEV workshops and training opportunities in the San Joaquin Valley. The final part offers concise recommendations to increase training and education opportunities for PEV stakeholders in the San Joaquin Valley.

Policy Gaps and Areas for Improvement: Training and Education

This section of the survey had minimal participation, with only five jurisdictions responding: **Tulare, McFarland, Madera, Newman** and **Taft**. Of these respondents, just two indicated that city staff had participated in PEV-related trainings. Only the **City of Newman** reported their planning staff have participated in educational workshops on how to incorporate PEVs into their city fleet. In addition, the **City of Tulare** indicated that outreach workshops for first responders focused on PEV technology have been held in its region. The remaining cities indicated they were not aware of PEV and EVSE workshops for municipal staff being offered in the region.

It is important to note that each of the jurisdictions surveyed indicated a demand for greater training and education programs in the region. Furthermore, none of the agencies stated that they have developed policy tools to become more PEV ready; however, all agencies were interested in receiving education materials if they are available.

Lack of Regional Training for EVSE Installers

In late 2012, CCSE contacted regional training directors from various county Joint Apprenticeship and Training Committee (JATC) offices to learn if they have implemented the Electric Vehicle Infrastructure Training Program

(EVITP) in their region. EVITP was developed through a collaboration of stakeholders from both industry and government sectors. This training teaches industry best practices in PEV infrastructure installation, commissioning and maintenance.

Kern County Electrical JATC, which is located in the **City of Bakersfield**, does not include an EVITP program at its facility. However, according to the regional training director, PEV infrastructure and the EVITP will be discussed during committee meetings before the end of 2012. The committee consists of members of the International Brotherhood of Electrical Workers (IBEW) and the National Electrical Contractors Association (NECA). Funding for the EVITP depends on committee approval.

The **San Joaquin and Calaveras Counties Electrical JATC** is located in the **City of Stockton**, and their training facility does not include an EVITP program. Further, the facility does not have an EVITP-certified trainer and told CCSE that they did not have the resources to fund such a program. That said, the Stockton training is in close proximity to three other NECA facilities in Northern California (Alameda County JATC, Modesto/San Joaquin Valley JATC,²¹ Sacramento County JATC). As a result, interested EVSE installers are directed to these facilities. Unfortunately, after speaking with the training director at the Alameda County JATC (which offers EVITP at their facility), not many contractors from outside of Alameda County participate in the program. Based on this, we assume that contractors concentrated in the northern section of the San Joaquin Valley do not have adequate training for EVSE installations and procedures.

Addressing Policy Gaps and Areas of Improvement

This section will provide a brief summary of PEV workshops and training events that have been offered in the area. In addition, this section will provide a brief overview of future statewide efforts to address emergency and first responder PEV training. Note that education for PEV consumers and regional businesses are covered in the next section:

²¹ Unfortunately the Modesto/San Joaquin Valley JATC was not available for comment.

Group Discussion

Identify Member Action Items

Barrier Topics for April 4th Meeting

- ✓ Streamlining Permitting & Inspection of EVSE
- ✓ On Peak Charging – Time-of-Use Rates and Grid Impacts
- ✓ Group Discussion

SJV PEV Readiness Plan Key Deliverables

Task Name & Product	Due Date
Draft PEV Readiness Plan	11/8/2013
Draft Public Workshop Materials	12/13/2013
Final PEV Readiness Plan	2/3/2014
Final Public Workshop Materials	3/3/2014

Thank You!

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