

San Joaquin Valley Plug-in Electric Vehicle Coordinating Council

April 4, 2013 MEETING SUMMARY

ATTENDEES:

Video Teleconference (VTC): Fresno (Central), Modesto (North) and Bakersfield (South)

Central Office Attendees:				
CCSE	CCSE	City of Clovis	City of Clovis	City of Fresno
Tyler Petersen	Jessica Thoma	Kendall Cook	Andy Haussles	Joseph Oldham
Fresno COG	Fresno County	Merced County	PG&E	SCE
Lauren Dawson	Patrick Starkey	Jeff Fugelsang	Bob Riding	Beth Neaman
SJVAPCD	SJVAPCD	SJVAPCD	City of Visalia	
Nhia Vu	Colette Kincaid	Juan Cano	Betsy McGovern-Garcia	

North Office Attendees:	
City of Stockton	Stanislaus County Association of Governments
David Stagnaro	Arthur Chen

South Office Attendees:
SJV Clean Cities/Kern COG
Linda Urata

Conference Call Attendees:		
Charge Point	City of Lodi Electric Utility	City of Tracy
Kumar Gogineni	Rob Lechner	Kimberly Matlock

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Agenda Notes:

ITEM #1: WELCOME AND INTRODUCTIONS

Nhia Vu, San Joaquin Valley Air Pollution Control District (SJVAPCD), welcomed the group to the third San Joaquin Valley Plug-in Electric Vehicle Coordinating Council (SJVPEVCC) meeting. Ms. Vu opened up the meeting for introductions for all attendees on the phone, as well as those at the Fresno, Modesto and Bakersfield District offices. Tyler Petersen and Jessica Thoma, California Center for Sustainable Energy (CCSE), gave introductions via video-teleconference from San Diego.

ITEM #2: ANNOUNCEMENTS AND PUBLIC COMMENTS

There were no announcements or public comments.

ITEM# 3: SUMMARY OF MARCH 7, 2013 MEETING

Mrs. Thoma directed the group to the March 7, 2013 meeting summary which was provided in the agenda packet. All meeting summaries, meeting agendas and additional resources are available on the Plug-in & Get Ready website at: www.energycenter.org/pluginready. There were no comments, questions or edits to the March 7, 2013 meeting summary.

A. UPDATED PEVCC GOALS

During the March PEVCC meeting, the members reviewed the PEVCC goals. A few changes were requested at the March meeting to goal number two. The requested changes were made and presented to the PEVCC for review and approval. The revised language states, "Conduct outreach to local governments to recommend integration of PEV and EVSE policies into **local and** regional transportation and land use plans". The PEVCC had no further comments or edits and the goals were approved.

B. TRAINING AND EDUCATION FOR MUNICIPAL STAFF AND ELECTRICAL CONTRACTORS

The group was directed to agenda item 3B in the provided packet. During the March meeting, the members provided a variety of recommendations for training and education and education and outreach methods. All the recommendations provided during the March meeting as well as any follow up items received by members were compiled into a consolidated list. This document was distributed to the PEVCC for review and will serve as a living document which can and should be updated during the course of the project. This document serves as a central location for a variety of recommendations for different training and education avenues. The training and education document is broken down into two categories: current programs and potential programs. Mrs. Thoma requested feedback from the group on the training and education document.

PEVCC members provided the following comments:

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- Bob Riding, Pacific Gas & Electric (PG&E), identified Gary Girardi as the point of contact for the mobile technical training. Mrs. Thoma confirmed this information would be added to the document and redistributed to the group.

C. LACK OF PUBLIC KNOWLEDGE OF PEV AND EVSE

Similar to agenda item 3B, a consolidated list was created to house all the recommendations provided for education and outreach purposes. During the March discussion, the PEVCC identified that there is a need for education and outreach directed towards local officials as well as community members. The list provided in agenda item 3C included recommendations for education and outreach efforts directed towards local officials and the general public. The PEVCC was asked to review the compiled list and provide any additional information or feedback. The PEVCC had no comments.

During the March meeting, the PEVCC staff notified the group that they would be contacting all members in an attempt to collect information from all agencies regarding their Climate Action Plans (CAP) and/or Sustainability Action Plans (SAP). Following the same format as the training and education and education and outreach lists, an additional document was created to retain information collected on CAPs and SAPs. This list was emailed to the PEVCC last month with a request to provide feedback on the current status of each agency. CCSE staff did not receive any responses. Staff is currently conducting outside research in order to gather data on CAPs and SAPs for agencies in the San Joaquin Valley, but it would be extremely helpful if members could provide any information they may have on this subject directly to the staffing members. This information will be compiled and shared with all members in an effort to identify PEV friendly language that can potentially be adopted by all.

PEVCC members provided the following comments:

- Betsy McGovern-Garcia, City of Visalia, asked if any standard language has been drafted and distributed to the group in order for the language to be integrated into CAPs for those that are currently developing these. Mr. Petersen announced that language is available but it would be beneficial for the staff members to work directly with an agency in order to draft specific language that fits best in the framework of that specific CAP. Ms. McGovern-Garcia was asked to contact staff directly in order to work on drafting specific language for the City of Visalia.
- Mr. Petersen announced that the City of Tracy used specific PEV language in their CAP and asked Kimberly Matlock, City of Tracy, if this information could be shared with the group to serve as an example. Ms. Matlock agreed to provide the specific language to the group.
- Linda Urata, SJV Clean Cities & Kern COG, announced that over the course of the last year, there has been coordination among energy action plans throughout Kern County. Ms. Urata offered to send those strategies and goals over to the staffing members in order to be distributed to the PEVCC.
- Mr. Riding encouraged the group to include adaptations plans into the CAP and SAP conversation as they are becoming more topical as we move forward. Mrs. Thoma agreed to update the CAP and SAP document to include adaptation plans as well.

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- Dave Stagnaro, City of Stockton, announced that the City of Stockton is currently working on their draft CAP which should go out for public review in May. Mr. Petersen asked if it would be realistic to add specific PEV information into the draft if it was provided. Mr. Stagnaro stated that the information would be welcomed and considered. Mr. Petersen agreed to follow up with Mr. Stagnaro.

During the group's discussion about education and outreach possibilities, it was requested that a standard presentation be created and distributed to the PEVCC in order to enable members to conduct education and outreach. Based on the feedback received, staff created two presentations that were distributed to the PEVCC for review. The two presentations were designed to be used to educate local officials and community members. Both presentations contain the same information but are ordered differently based on the intended audience. Mrs. Thoma announced that the presentations can be found on the Plug-in & Get Ready website.

The PEVCC was asked to provide their feedback to the draft presentations:

- Jeff Fugelsang, Merced County, stated that the community presentation is applicable to community members as well as elected officials. With 9 PEVs in Merced County (according to Clean Vehicle Rebate Project statistics¹), it is important to educate elected officials about PEV's as well. Mr. Fugelsang believes the presentations contain the information he requested.
- Ms. Urata announced that the County of Kern has two separate air basins. When conducting outreach with these presentations, it is important to include Eastern Kern Air District information. Ms. Urata also stated all agencies involved in the PEVCC should be listed on the presentations. Additionally, Ms. Urata requested that notes be included in the presentation explaining the information presented on the slides. Lastly, Ms. Urata requested to include sources for all the information provided in the presentations. Ms. Vu announced that group will need to verify if the names of the agencies involved in the PEVCC can be included on the presentation.
- Beth Neaman, Southern California Edison (SCE), stated that the presentations should include action items for cities and counties as well as a call to action in order to promote PEVs.
- Mr. Petersen announced that the purpose of this tool is to empower members to take action and educate members in their community. The presentations can be reformatted by individuals if they deem necessary and since this is a fluid process, information will be added or adjusted throughout the project.
- Ms. McGovern-Garcia inquired about available online tools that can be used to calculate the savings associated with purchasing a PEV. This information would be beneficial for the members to have in case they receive questions when conducting education and outreach. Additionally, Ms. McGovern-Garcia would like to include links to this information on their city website. Pacific Gas & Electric (PG&E), SCE and Clean Cities all have PEV calculators on their websites. PG&E has a calculator that uses general electricity usage in order to give the consumer a ballpark figure. The specific make and model of the car and the mileage can be input. It also identifies and informs the user about available rates. All PEVCC members with available PEV rate calculators were asked to submit links to this information to

¹ <http://energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project/cvrp-project-statistics>

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staff members. This information will be compiled into an easy to read format which will be distributed to the group. Everyone is encouraged to post this information on their organization's website.

- Joseph Oldham, City of Fresno, recommended contacting current PEV owners in order to collect testimonials. From previous energy efficiency work, Mr. Oldham found that when working with the customers, most were interested in learning about what their neighbors were doing. The testimonials can be a powerful tool used when conducting outreach. This information can also be posted online for review. The Drive Clean program and Clean Vehicle Rebate Project (CVRP) both have information we may be able use. Ms. Urata added that in a recent local Kern County newspaper article, the article discussed the experience of a local community member that installed solar and a PEV charger at their home. Ms. Urata agreed to send a copy of this article to staff members.
- Ms. McGovern-Garcia wanted to know where the data came from on the presentations that identified how many PEV drivers there are per region. This data is publically available through the CVRP statistics page.
- Ms. McGovern-Garcia announced that she had spoken with eVgo regarding the funds they will be using to install charging stations. Through a settlement, eVgo is required to install the wiring for electric vehicle supply equipment (EVSE) throughout the San Joaquin Valley. These installations are referred to as make readies and there is a focus on installing these make readies at workplaces. With this funding available, Ms. McGovern-Garcia suggested that we find out where current PEV drivers work in order to take advantage of this program. The CVRP is managed by the California Air Resources Board (CARB) which holds the rights to customer information. While they do provide customer data such as the zip code, they currently do not provide any specific customer information beyond that.

ITEM #4: REGIONAL PEV READINESS PLAN DEVELOPMENT

A. PERMITTING/INSPECTION

Mr. Petersen directed the group to agenda item 4A which includes the permitting and inspection section from the San Joaquin Valley regional assessment. In this section, the following recommendations were provided:

- Regional adoption of EVSE permitting and inspection guidelines for residential EVSE installations
- Develop express permitting for simple residential EVSE installations, waive plan check requirement for these permits
- Develop EVSE permit municipality-utility communication channel

Based on the first recommendation provided above, staff has created a residential permit and inspection template to be reviewed by the PEVCC. Mr. Petersen requested feedback from the group on this document.

PEVCC members provided the following comments:

- Mr. Oldham stated that as a current PEV owner, he is both interested in home and commercial charging. At this point in time, however, Mr. Oldham is not considering a home charger because the

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San Joaquin Valley Air Pollution Control District has not released their EVSE incentive yet. Until this rebate becomes available, Mr. Oldham believes the focus should be on commercial sites.

- Mr. Fugelsang agreed with Mr. Oldham stating that the more public infrastructure we have in place, the more PEV adoption the region will experience. Growing public infrastructure allows for free advertising.
- Kumar Gogineni, Charge Point, stated that during their experience working with dealers installing chargers through the DOE grant, they found that the first thing the customer wanted to know when considering purchasing a PEV was what public infrastructure is available. According to the deals, if there was more public infrastructure in place, there would be more PEVs sold.
- Mr. Riding added that range anxiety for consumers is a hurdle so in order for PEV adoption to increase, the user has to believe they won't be stranded. A member of the PEVCC inquired about the current status of staff members working with auto manufacturers and dealers. Ms. Kincaid stated that the communication lines vary amongst manufacturers which make communication difficult and not much communication has occurred with local dealers.
- Mr. Gogineni stated that based on his experience working with dealers, he found that when incentives are available, the dealers are willing to use marketing material which encourages the sale of the cars.
- Based on the feedback provided by the members, it was identified that the group should first focus on commercial infrastructure.

Mr. Petersen elaborated on the topic asking for the members to provide feedback regarding the barriers associated with commercial sites.

- Ms. Neaman stated that within SCE territory, there is an issue with the wide range of costs required to secure a permit. Based on the jurisdiction in which the permit is being applied for, the cost can range from \$0 - \$700. Mr. Oldham stated that in his previous work in the energy efficiency realm, a survey was taken to identify the cost of permits across different jurisdictions and it was found that there wasn't much variance across jurisdictions. Mr. Oldham also included that there needs to be focus on educating customers about what type of load increase they can expect and make sure installers are educated about verifying that potential sites have the necessary capacity to install an EVSE prior to attempting to pull a permit.
- Andy Haussles, City of Clovis stated that ADA is a possible barrier. It isn't entirely understood what the requirements are for ADA in regards to the priority parking scenario. Mr. Petersen announced that the Governor's Office of Planning and Research is working on creating a ZEV Action Plan which includes ADA guidelines. In 1997, an interim guideline was passed that broke down ADA guidelines based on ratio. For example, for every 1-25 parking spaces, at least one is required to be ADA. Mr. Petersen announced that he will send out the specific draft language in the ZEV Action Plan and request feedback from the group. Since this Action Plan is still in draft, comments are welcome. With this information currently being under review, the PEVCC has an opportunity to provide comments on this information before it is released.

PEVCC staff will work on creating a commercial permitting template to be discussed at the next meeting.

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Ms. McGovern-Garcia announced that while waiving certain review requirements is a possibility for the City of Visalia, waiving the plan check fee would not be feasible. Mr. Fugelsang added that Merced County did waive plan check fees when solar came to the market so they would consider doing the same for EVSE permits.

B. PEV CHARGING – TOU UTILITY RATES AND GRID IMPACTS

Ms. Neaman presented on TOU utility rates and grid impacts for SCE. Ms. Neaman's presentation is available online on the Plug-in & Get Ready website.

SCE Presentation Overview:

The first successful electric car in the US was built in Des Moines, Iowa by Wm. Morrison in 1891. Gas cars took over and electric cars were dismissed for three reasons:

1. Introduction of mass produced gas vehicles
2. Gas stations were installed
3. Gas was cheaper than electricity

PEVs help energy security, air quality, public health and the mass adoption of PEVs will create jobs to assist with the economy. The major players in the EV ecosystem consist of EVSE manufacturers and installers, electric utility companies, auto manufacturers and dealers, local governments and communities. In Southern California, 90% of electric vehicles are being served by SCE and LADWP.

The role of the utility is to educate customers throughout the PEV purchase decision, provide cost effective home and business charging options, ensure grid safety and reliability and support refueling infrastructure for PEV charging. SCE has an online rate calculator and additional tools which include online training for electricians and auto dealers at: www.sce.com/ev. Additionally, SCE has a support line which can be reached at 1-800-4EV-INFO.

SCE offers the following rates for residential customers:

- Domestic Residential
- Whole-House Time-of-Use
- EV Only Time-of Use

Currently the Investor Owned Utilities (IOU) are working with the California Public Utilities Commission (CPUC) to allow for sub metering as opposed to having to install a completely separate meter.

SCE offers the following PEV rates for commercial customers:

- EV only time of use
- TOU-EV-3 (EV demand under 20kW)
- EV only time of use
- TOU-EV-4 (EV demand between 20kW and 500kW)

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While the demand charge is a standard charge for commercial hosts, the IOUs are working with CPUC to address this issue. A fact sheet was recently created regarding demand charges so if the document is available for public use, Ms. Neaman will send over the information to the PEVCC staff to distribute to the group.

The question of whether the utility grid can accommodate PEV charging frequently comes up. SCE does not expect any system-level grid issues during the early rollout of PEVs but continued analysis and monitoring will be essential. Climate change and air quality are issues must addressed in the region through the PEVCC to help support zero emission vehicle adoption and improve air quality.

Mr. Fugelsang commented that he found the history aspect of the presentation interesting and informative and suggested staff to include this information into the PEVCC education and outreach presentations. Additionally, Mr. Fugelsang suggested we record a staff member giving the presentation and provide the video to members to use at events.

City of Lodi Electric Utility Presentation Overview:

Rob Lechner, City of Lodi Electric Utility, gave an overview to the group about the municipal-owned electric service provider's recent petition for a PEV rate. During the March 20, 2013 City Council meeting, Mr. Lechner presented to the Council on the introduction of an ordinance amending Lodi Municipal Code Chapter 13.20. – Electrical Service – by adding section 13.20.325 "Schedule EV" Electric Vehicle Pilot Charging Rate.

Although there was initial hesitation from a few members, the proposal passed with a 5-0 vote.

The proposal recommended the creation and implementation of the "Lodi Electric Vehicle Pilot Charging Rate." This rate would be provided to residential customers who own, operate and store an electric vehicle at their Lodi residential properties. The purpose of this new rate is to encourage the electric vehicle marketplace in the Lodi community, reward customers for the ownership of these "zero emission" vehicles, and reduce peak hour charging. The proposed rate is \$0.10427/kilowatt hour, and this rate is offered from 10 p.m. to 6 a.m. Monday through Friday, and 24 hours on weekends and national holidays. In the event a customer opts to charge his/her electric vehicle between 6 a.m. and 10 p.m., the electric rate will be \$0.33/kilowatt hour. A separate electric meter will be required in order for the customer to achieve this electric vehicle charging rate.

There are growing concerns in the electric utility industry regarding the impact electric vehicles will have on local electric distribution systems. The concern stems from the potential of customers over-loading certain electric transformers by charging their electric vehicles during peak energy usage times. By providing a rate incentive for off-peak recharging, the utility will potentially experience less stress on the distribution system during times when energy is in its greatest demand.

Although this proposed electric vehicle rate is not mandated by the State of California, numerous municipal and investor-owned electric service providers are investigating the implementation of a similar rate, or, have already implemented such a rate (Azusa Water & Power, Los Angeles Water & Power Department, Pacific Gas & Electric Company, and Sacramento Municipal Utility District). This new rate would be offered as a pilot, from July 1, 2013 to June 30, 2015.