
Jan 30, 2001 Infrastructure Working Group Stakeholder Meeting Summary

The Stakeholder meeting was held at the Cal/EPA Headquarters Building in Sacramento. The meeting began approximately at 9:30 and concluded at 2:00 p.m.

After welcome, introductions and review of the agenda, the following items were discussed:

- ? ZEV Activities Update
- ? Group Conference Calls (Separate summary is available)
- ? EV Emergency Response Training Update
- ? Bay Area Model Ordinance
- ? Infrastructure Needs Assessment Subcommittee Report
- ? Funding for Maintenance of Public Charging Network
- ? Status of Standardization Regulation

ZEV Activities Update

This new agenda item is intended to provide brief updates on ZEV activities of interest to the Group. Dave Modisette, CalETC, gave an update on the CalETC Roundtable that was held on December 11th. The purpose of the Round Table was to identify priorities for the coming year. The five top priorities that were identified were:

- ? Develop a proposal for how Stakeholders can work together to support marketing/outreach for battery electric vehicles,
- ? Work with Stakeholders to identify a funding source for maintenance of public charging network
- ? Take actions to support existing ZEV incentives
- ? Identify new funding sources for ZEV incentives
- ? Work with Stakeholders support model ZEV ordinances

ZEV Outreach and Incentive Stakeholder Groups

ARB staff gave an update on the activities of the ZEV Outreach and Incentive Stakeholder Groups. The December 10th meeting of the Outreach Group discussed Group goals, identifying and prioritizing audiences, and outreach tools needed to reach those audiences. The Outreach Group held a meeting on January 31st. Agenda items were: brainstorming “messages,” outreach events to host or participate in, and outreach materials for target audiences.

The ZEV Incentives Stakeholder Group held two conference calls to solicit Stakeholder input on Guidelines to implement to the new fleet incentive program and expand the statewide Grant program. In addition, two public workshops were held on December 19th and January 10th. Staff presentation for the January 10th workshop, which focused on the fleet incentive program, is available on the Stakeholder webpage.

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EV Emergency Response Update (Handout)

Rodney Slaughter, of the State Fire Marshall's office, gave an update on EV Emergency Response training activities. Approximately 120 instructors have been trained in "train the trainer" programs for EVs; of these 12 are actively training their own department. New York State is currently in the process of updating materials training materials to add electric and hybrid electric buses. Honda and Toyota are working with Extrication (WWW.extrication.com) to develop an emergency response guide for hybrids. Extrication has come up with policies that indicate it is best for the firefights to take a defensive response rather than trying to put out the fire. Rodney wants to do his own research on this area. A new training guide, funded through Office of Traffic Safety, is being developed for natural gas vehicles. Rodney stated that the greatest interest in training is for classes that address all alternative fuels, and don't just focus on electric vehicles.

Bay Area Model Ordinance (Handout)

David Burch, Bay Area Air Quality Management District (District), gave a presentation on the Bay Area District's Model ZEV Ordinance. The total ordinance package runs 15 pages; only minor modifications are needed by the city to adopt it. A shorter Clean Air Policy is also available. The ordinance was adopted last April and is available on the District' website (a link is provided on the Stakeholder website). As of yet, it has not been actively followed up by District staff, primarily due to staff and resource constraints. The District is currently working with the American Lung Association (ALA); the ALA received a grant from the Energy Foundation to market model ordinances to local government agencies.

The Bay Area's ordinance has vehicle procurement targets; this includes credit or scaling factors for different kinds of vehicles based on the ZEV regulation. It can be very challenging to explain to fleet managers how the targets and credit system work. The ordinance also addresses ZEV infrastructure and parking issues. It encourages/requires that EV parking be made available at publicly operated parking and includes requirements for new construction to be pre-wired to accommodate future charging equipment installation.

Optional features of the ordinance include: appointment of an Advisory Committee to oversee implementation, promotion of ZEVs in private fleets, and encouraging local governments to amend planning code provisions to require developers to install public charging.

Several Group members commented that ARB should be more actively involved in promoting model ordinances statewide. There are a number of different forums in which model ordinances or public infrastructure can be promoted. These include conferences, meetings, and articles in professional journals. For example, a conference of Public Works Directors will be held in March that will include; a breakfast presentation will be provided on EV infrastructure. ARB was asked to

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provide contacts for resources on model ordinances. ARB staff will work with the ALA to provide staff links to cities and counties that have adopted or are promoting model ordinances.

Infrastructure Needs Assessment Subcommittee (Handouts)

Three presentations were made in this agenda item. Bill Boyce (SMUD), Enid Joffe, Clean Fuels Connection (CFCI), and Leeor Alprin (CalStart), all gave presentations.

Bill Boyce (Handout)

Assessment should include immediate as well as long-term needs. EV drivers want and need real time knowledge of public charging stations and infrastructure providers need to know if they have an appropriate density of chargers in an area to meet drivers' demands. The immediate need to update charger location database, and the long-term need to decide how to best track charger use, availability, and operational status.

The Subcommittee feels that the best approach to tracking charger use, availability, and operational status would be a real time reporting system, such as the "On-Star" or "LoJack" tracking system. More detail on this concept is provided in the handout and the Subcommittee will meet to further refine recommendations.

Enid Joffe (Handout)

Enid also gave a report on the Subcommittee work/meeting. CFCI is involved in the infrastructure needs assessment that will be necessary for the infrastructure location database, as well as the process for reporting and repairing broken charging equipment. They have had several meetings and conference calls with interested parties, including manufacturers. She concluded that the beginnings of a uniform database exist, and that this database is capable of real-time updates and notifications. The database is approximately 60% complete; additional funding will need to be secured to complete this task. While manufacturers and service providers are reluctant to let outside entities have complete access, they are willing to provide outputs for applications such as Clean Car Maps.

Her recommendations are to adopt an access database for a standard system for tracking public chargers. The recommended database could be demonstrated at the next meeting. Funding should be secured for completing the last 40% of the charger location database, as well as continuing to work on long-term issues by developing a demonstration project for remote monitoring of charging sites.

Leeor Alpern (Handout)

This presentation covered the status of the project to update Clean Car Maps website. CalStart has just completed a study for the California Energy Commission to investigate ways to reduce operational costs. As a result, several options for improved accuracy of maintaining EV charger information were identified. They currently have Federal Transit Administration funding for operational activities for 2002. They plan to execute the ARB funded project, and continue to work in cooperation with Stakeholders to gather the necessary information.

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Public Charging Maintenance/Retrofit

The issue of availability of small paddle inductive chargers was discussed, as was the need to move forward on the issue of how to address long term need of maintaining public charging sites. This was identified as one of the five priorities at the CAL/ETC roundtable. The problem is that costs for a long-term maintenance program are difficult to identify. Micky Oros volunteered to further investigate this issue, and provide estimates of costs to further support discussion of this issue. He will provide information on this issue at the next meeting.

Charging Standardization

ARB staff reported that J1772 has been published by SAE. ARB will release a 15 day notice that includes minor modifications to the regulatory language. These modifications will include the Title and issue date for the official version of J1772. The final regulatory package will be submitted to the Office of Administrative Law by the end of April. The effective date of the regulation is 2006.

Action Items/Next Meeting

The Group wanted to have the next meeting on March 13th in El Monte. Agenda items identified were:

- ? Demonstration of recommended database for tracking public charging equipment by Prosum
- ? Infrastructure Needs Subcommittee Report
- ? Discussion of Maintenance/Retrofit of Public Charging and Costs
- ? Presentation on EV Driver's Coalition EV Parking legislation

Gayle will provide a summary of meeting, and information on model ZEV ordinance contacts and links, as well as information on how to order EV Emergency Response Training materials. All handouts for the January 30th meeting are now available on the Stakeholder webpage.