
Summary of October.November 2001 Infrastructure Working Group Stakeholder Conference Calls

The Infrastructure Stakeholder Working Group (Stakeholder Group) held two conference calls in October and November 2001. These calls were a follow-up to the October 2, 2001 Stakeholder meeting. Following is a summary of the two conference calls.

Background

At the October 2, 2001 Stakeholder Group Meeting, an open brainstorming session was held to identify the major outstanding infrastructure issues. A number of issues were discussed at length. The Stakeholder Group reached consensus by grouping the issues into three broad areas of concern. Below are the issues and grouping developed at the October 2nd meeting.

Infrastructure Needs Assessment

- ◆ Matching vehicles and infrastructure/understanding product availability
- ◆ Prioritize needs – home, work, public
- ◆ Incentives/Consumer reluctance
- ◆ Assess need for level 1 public charging
- ◆ Existing charger and vehicle inventory

Maintenance, Retrofit and Repair

- ◆ Funding for retrofitting inductive and conductive (public) and large/small paddle
- ◆ Long-term sustaining maintenance program

Policies

- ◆ Charger, parking policies
- ◆ Update emergency response
- ◆ Model ordinances – promoting electric vehicle (EV) readiness with new construction and other laws
- ◆ Incentives (falls in all three groups)

The Stakeholder Group decided to hold a conference call on October 19th to further discuss and prioritize issues in the three areas. The call was open to any interested Group member. Sub-committees would be established, depending on interest. Any Stakeholder Group member that was interested would be able to self-select for any of the subcommittees.

October 19, 2001 Conference Call

A three-hour conference call was held to follow up on the Stakeholder Group discussion of October 2nd. Each of the three areas identified above was discussed.

Following is a summary of high priority issues and action items identified by call participants:

Infrastructure Needs Assessment

- ◆ Charger inventory - Gayle Sweigert, Dave Packard, Enid Joffe, and Bill Boyce will discuss the information and resources that are needed to update the charger inventory. They will report back to the entire group when they have identified the resources that would be needed to compile a more up-to-date and accurate inventory. This information will be used to discuss whether we want to undertake any actions as a Stakeholder Group to update the inventory.
- ◆ Incentives - The participants identified a strong interest in discussing incentives for infrastructure. A conference call will be scheduled in November. As a first step, the Stakeholder Group will begin discussing what infrastructure incentive programs have already been implemented, in order to identify what has been successful, as well as what problems have been identified with programs that have already been implemented. Prior to this conference call, information on existing infrastructure incentive programs will be placed on the Stakeholder Group web page.

Maintenance, Retrofit and Repair

The highest priority identified by the group was the maintenance of existing chargers. This is felt as especially important, as a large number of chargers are going out of warranty by the beginning of 2002. Enid Joffe, Bill Boyce, and Micky Oros will work together to come up with a concept/proposal for addressing maintenance issues, with a focus on public charging needs. This could include a concept for a demonstration project with the goal of identifying the costs for maintenance of charging equipment.

Policies

There is interest in discussing in more detail the topics identified under this area. Follow-up action items identified by call participants:

- ◆ Next Stakeholder Group Meeting - At the next meeting of the Stakeholder Group, several people would be requested to make presentations to further discuss topics under this area. These include: (1) presentation on Bay Area Model Ordinance by David Burch, (2) update on outreach to cities and counties by Lisa Mirisola and Enid Joffe, and (3) update on the EV Emergency Response activities by Rodney Slaughter and Micky Oros.

November 27, 2001 Stakeholder Group Conference Call

A two-hour conference call was held to discuss incentives for infrastructure. Prior to the call the following information was made available to Stakeholder Group members:

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(1) Status Report on Mobile Source Reduction Committee (MSRC) incentive activities, (2) link to Electric Vehicle Association of the Americas (EVAA) information on state and federal incentives, and (3) link to information on the Swiss Park and Charge program.

The call began with a brief overview by call participants of incentive programs that have been implemented. In the discussion that followed, participants attempted to identify what has been successful in these programs and what has not worked well.

Programs that were discussed included:

- ◆ Incentives to off-set charger or installation costs (MSRC, California Energy Commission, air districts, automakers)
- ◆ Air District programs for public charging (Ventura, Bay Area)
- ◆ Department of Motor Vehicles funds to assist with vehicle lease/infrastructure installation (San Joaquin)
- ◆ Incentive programs utilizing federal transportation funding (City of Vacaville)
- ◆ Department of Energy/Clean Cities funding
- ◆ Georgia tax credit for installation of infrastructure

Participants felt that most of the programs in California have been fairly successful. However, it is disappointing that there are few, if any, remaining programs aimed at the residential customer. Several participants felt that it was very important to reduce “sticker shock” for the installation and equipment costs, which could approach in excess of several thousand dollars.

Participants also thought that more emphasis should be placed on encouraging workplace charging. Issues to address include concerns of some employers of providing “unequal benefits.” It was agreed that the benefits to employers should be identified and promoted, in addition to targeted outreach activities to encourage employer participation. Some participants also expressed the need to expand public charging. One method of accomplishing this may be to include installation requirements as part of the approval of new commercial projects.

Most participants thought that support for workplace charging as well as expansion of public charging could be included in model ordinance implementation activities. Finally, the issue of long term funding for maintenance of public charging needs to be addressed. Although incentives may not be able to be used, participants felt that the Stakeholder Group should work together to evaluate and secure potential funding sources.