

Electric Vehicle Work Groups Policy & Processes and Infrastructure Joint Meeting

Washington Metropolitan Council of Governments
777 North Capitol Street, NE, Washington, DC

May 2, 2012 DRAFT Meeting Highlights
COG Rooms 4&5

Attendance:

*Kambiz Agazi, Fairfax County**

Michael Alexander, Cassidy Turley

Shannon Baker-Bransletter, Consumers Union

Theresa Cusick, DC DPW

Olayinka Kolawole, District Department of the Environment; Chair, EV Infrastructure WG

Kambiz Agazi, Fairfax County; Chair, Policy & Planning WG

Theresa Cusick, DDPW

Ira Feintuch, Car Charging Inc.

Andy Flavin, Dominion Resources

Tess Flohr, Eaton Corp

Jean Gough, 350Green

*Olayinka Kolawole, DDOE**

Cassie Powers, Georgetown Climate Center

Kevin Shriver, City of Manassas Utilities

Rob Stewart, Pepco Holdings

Jill Sorensen, BEVI

Steve Rosenstock, Edison Electric Institute (phone)

Phil Waclawski, Montgomery County DPS

Claude Willis, GWRCCC

Kendra Williams, OpConnect, LLC

**Committee Chairs*

Staff

Joan Rohlf, COG DEP

Jeff King, COG DEP

Leah Boggs, COG DEP

Maia Davis, COG DEP

Amanda Campbell, COG DEP

Julia Allman, COG DEP

1. Call to order (Olayinka Kolawole)

- The meeting was called to order at 10:00am.

2. EV Integration Action Plan (Nick Nigro, C2ES)

- C2ES (The Center for Climate and Energy Strategies) is independent, nonpartisan, nonprofit organization working to advance strong policy and action to address the challenges of energy and climate change.
- Phase I: C2ES convened the PEV Dialogue Group in early 2011
 - Leaders from public and private sectors and NGOs
 - Initiative aims to accelerate PEV deployment nationwide by focusing on:
 - Regulatory environment
 - Charging infrastructure
 - Consumer awareness
 - Doesn't duplicate other efforts and avoids favoring certain PEV technology
 - PEV Dialogue Group identified major market barriers and collaborated on Action Plan development
 - Provides a roadmap for coordinated public and private sector action at state and local levels to ensure PEV owners can plug in their cars without overtaxing the grid
 - Action Plan lays out steps to enable a national PEV market
- Phase II: Implementing the Action
 - Identified 4 focus areas
 - Connect PEV Leaders around the Country
 - Advise Individual PEV Efforts
 - Driver Behavior Analysis
 - Consumer Education Strategy
 - To date, 3 projects lined up with key stakeholders
 - Conduct PEV Stakeholder Connection Initiative with U.S. DOE's Clean Cities
 - Run multiple PEV-related workshops with U.S. DOT and 7 state DOTs
 - Author literature review for and advise Northeast Electric Vehicle Network
- Utility Regulation Principles
- Residential and Commercial EVSE Actions
 - PEV service providers should be subjected to the same regulations ONLY IF a service provider procures electricity wholesale.
 - State and local government should require typical consumer protections related to market competition.

3. **Baltimore Electric Vehicle Initiative (BEVI) EV Outreach – Green Scholars and Youth Service Corps** (Jill Sorensen, BEVI)

The BEVI 2012 Youth Environmental Service (YES) Summer Internship will place summer interns throughout Maryland to promote EV education, outreach, community awareness at local schools, churches, towns, cities and businesses. It involve communities in EV charging infrastructure planning and tie EV charging to renewable energy alternatives that ultimately reduce our energy dependence upon fossil fuels. The six-week program will actively engage 20 students in summer activities that get them involved in their communities and build networks.

4. **Legislative Update** (Julia Allman, COG)

Three bills were introduced in Maryland's 2012 Legislative Session that are relevant to removing barriers to EV adoption. They were recommended by the Governor's Electric Vehicle Infrastructure Council.

- **Maryland HB 1279/SB 998:** Motor Vehicle Administration - Plug-In Vehicles - Disclosure of Personal Information
 - PASSED
 - Requires Motor Vehicle Administration r to disclose specified personal information related to plug-in vehicles for specified use by an electric company subject to specified restrictions.
- **Maryland HB 1280/SB 997:** Public Utilities - Electric Vehicle Users and Charging Stations
 - PASSED
 - Exempts a person that owns or operates equipment used for charging electric vehicles as a public utility.
- **Maryland HB 108/SB 340:** - Vehicle Laws - Stopping, Standing, Parking in Plug-In Vehicle Charging Stations
 - Passed Senate; Referred to Interim Study in House
 - Prohibits a conventional vehicle from stopping, standing or parking in a marked plug-in vehicle charging station. Amended to add that: (1) EVs must be plugged into the charging station while parking there, and must vacate the spot upon full charge; and (2) any fees collected will be distributed to the state Transportation Trust fund.

In the District of Columbia, the Public Service Commission is currently considering **Formal Case 1096**, which addresses the regulatory treatment of EVs in the District of Columbia. The PSC is currently accepting motions to intervene and suggested issues for consideration.

The D.C. Council is also considering the **Energy Innovation and Savings Amendment Act of 2012**, introduced April 17 by Councilmembers Cheh, Graham, Mendelson, and Wells. The proposed legislation would exempt electric vehicle charging stations from being regulated as public utilities.

5. Roundtable

DC First Public Charging Station (Anna Chamberlin)

- Installed November 2010
- First paid customer - December 2010
- 135 charging sessions to date
- \$2/hr 6am-10pm; \$1/hr 10pm-6am
- Average session time: 3.5 hrs
- Gross Amount collected in 1.5 years: \$850.96; Flex Billing Service Fee \$105.01 = Net Revenue \$745.95
- Loss of revenue due to removal of parking meter

Georgetown Climate Center/TCI Update (Cassie Powers)

Awarded a transportation planning grant from US DOE to:

- Do stakeholder outreach through Clean Cities Coalitions
- Literature review with C2ES
- Siting and design guidelines with Energetics (expected completion by early fall)
- Model permitting, parking and zoning ordinance (under development)

TCI is also developing a statement of support for EVs, which will be distributed to companies and organizations in the Northeast and Mid-Atlantic. The “Electric Vehicle Pledge” will allow TCI to demonstrate that EVs are widely supported, and will help build momentum for EVs in the region.

Greater Washington Regional Clean Cities Coalition Update (Claude Willis)

- Working on developing EV charging station case studies:
 - Pentagon City, VA
 - NPR
 - 14th & U (DC)
 - American University
 - 425 Massachusetts Ave. (multi-dwelling unit)

6. Next Meeting Date and Adjournment:

- Next meeting June 27th, 10am.