

Draft Meeting Summary
COG EV Infrastructure Work Group Meeting
October 18, 2011
10am - Noon

COG Room 1
Washington Metropolitan Council of Governments
777 North Capitol Street NE
Washington, DC 20002

Attendance

Anna Chamberlin, DDOT
Cassie Powers, Georgetown Climate Center
Clara Reschovsky, COG DTP
Claude Willis, GWRCCC
Daivamani Sivasailam, COG DTP
Dave Goldstein, Electric Drive Association Washington DC
Elena Constantine, COG DTP
Emil King, DDOE
Ignacio Ayala, OpConnect
Jeff King, COG DEP
Leah Boggs, COG DEP
*Olayinka Kolawole, DDOE
Stephen Schey, ECotality
Theresa Cusub, DC DPW
Tina Schneider, MNCPPC-M
Khoa Tran, City of Alexandria
Yu Gao, COG DTP
Jill Sorenson, BEVI
Tony Vizjack, Fairfax County
* Work Group Chair

Introductions (Chair)

September 27, 2011 Meeting minutes recognized and received with no changes

The Chair asked for insights into the role of governments in EV infrastructure deployment. He suggested that the group has 3 objectives. 1) To develop EV adoption scenarios, 2) to predict locations of public and private charging, and 3) to recommend the number and placement of stations.

Jill Sorenson said that since local governments own and operate real estate, it is possible to use it wisely to support clean energy and EV. Governments can inventory built infrastructure and can identify ways to enhance energy supply and lower costs of operating fleets.

DMV Registration Data (Elena Constantine)

COG staff were able to run 2005, 2008, and 2011 VIN data obtained from MD/DC/VA DMVs through a VIN Decoder to identify numbers and vintage of hybrid vehicles in the region. Over the course of ten years, starting in 2000, the annual hybrid fleet sales went from ~100 vehicles to ~14,000 vehicles/year

(0.06% - 6.33% of total light duty fleet sold). Between 2008-2011, total hybrid fleet in the region increased from ~42,000 to ~71,000, a 67% increase. 60% of all hybrid vehicles are located in Virginia. 31% are located in Maryland, and 9 percent are located in DC. Since VIN decoder can identify make and model, as EVs are sold into the market, future VIN runs can try to capture the actual fleet count for EVs. It may also be possible to have the VIN decoding software companies modify software so that it can generate reports for EVs.

Members asked for follow up: correlate with age, income, and population if possible. Also see if linkages to incentives and policies can be ascertained.

Ecotality (Steve Schey)

EVSE long term outlook will require thinking about how to sustain the deployment effort once government grants/subsidies dwindle. A strong business case is needed and the work focus needs to shift to the private sector.

Number of stations installed nationwide under the DOE grant program with ecotality - residential - 3,500 (of 8,300 planned), public - 700 (of 5,000 planned), and 4 dual port DC Fast Chargers of 225 planned.

He provided information on a useful EV Planning process called the EV Microclimate Plan. He can bring in some lessons learned from that process used in 5 initial market areas, including San Diego, Portland, Seattle, Phoenix, and Tennessee. Aspects of planning considered included land use, employment, education, income, hybrid vehicle ownership, traffic studies, density.

He suggested that park and ride lots are not ideal locations for charging. Economics make more sense if focused on areas that receive more usage during the day, such as golf courses, doctors offices, restaurants, movie theaters.

He referred members to the Idaho National Lab which is handling Advanced Vehicle Testing and is working with Ecotality. AVTA benchmarks the performance and capabilities of advanced technologies, and supports the development of industry and DOE technology targets. see <http://avt.inl.gov/>

He also mentioned the importance of fostering contractor networks.

Household Travel Survey

Clare Rechovsky provided a brief overview of the type of information that can be gleaned from COG's Household Travel Survey. The top four destinations for work trips include Ft Meade, PAX River, Tysons, TAZ 702 (an area in Montgomery County that lacks transit access and houses corporate HQs such as Marriot Corporation). The survey indicates that 70-77% of all work trips are within 20 miles of home.

Members expressed interest in additional analysis using this regional data set.

Wrap-up and Next Meeting Date

Change in next meeting date. Next meeting will be held November 29, 2011. Members asked that for future meetings, the following be considered:

- overlay population and income data with travel behavior data
- overlay penetration projection regression with overall vehicle fleet
- cultural differences in vehicle suitability and impact on station placement

- changes in economics from 2002 to present
- economics of fleet purchases and charging stations, costs of a pilot program
- rental car company perspectives on EV plan
- include consideration of electric bikes, motorcycles, and scooters
- public/private parking garages, locations, for potential deployment
- how do electric vehicles contribute to success of an eco-city initiative