



ILLINOIS ELECTRIC VEHICLE ADVISORY COUNCIL Monthly Meeting Minutes

2:00pm to 3:00pm on Wednesday, September 3, 2014

Chicago: Thompson Center at 100 W. Randolph St., Suite 3-400 (DCEO Office)

Springfield: Ridgely Building at 500 E. Monroe St., 4th Floor (DCEO Office)

Dial-in: 1-888-806-4788, access code 636-899-4874#

1. Welcome & Introductions

Kate Tomford (DCEO) convened the meeting at about 2:10pm, welcomed attendees, and invited introductions.

Chicago attendees

Anthony Cefali, DCEO

Eric Heineman, Governor's Office

John Hipchen, Telefonix

Lisa Medearis, Sierra Club (*Council Member*)

Kate Tomford, DCEO (*Council Member and Chair*)

Michael Weiser, Commuter Cars

Springfield attendees

None

Phone attendees

Samantha Bingham, CDOT (*Council Member*)

Dan Gabel, ComEd (*Council Member*)

Brian Haug, Continental Electric

Brian Levin, ChargePoint

Tim Milburn, Green Way Smart Transportation

Sanjo Omoniyi, ICC

Tony Reinhart, Ford (*Council Member*)

Dan Santini, Argonne National Lab

Eric Schlaf, ICC (*Council Member*)

Bob Spatz, Carbon Day

Dean Thompson, Ameren Illinois (*Council Member*)

Curt Volkmann, ELPC (*Council Member*)

Absent Council Members

Darwin Burkhart, IEPA

Sharon Feigon, Alternative Transportation for Chicagoland

Representative Michael Fortner

Senator Linda Holmes

Steve Massey, IDOT
Joseph Mikulecky, EV Town
Andrew Moyer, DCEO
Kristin Munsch, Citizens Utility Board
Senator Sue Rezin
Representative Ann Williams
Tracy Woodard, Nissan

2. DCEO EV Infrastructure Rebate

- **Rebate release update for FY15**
- **Program changes for FY15**

Kate Tomford (DCEO) reported that the guidelines and application packet for the Fall 2014 EV Infrastructure Rebate Program is complete, but it is still pending approval by the DCEO Legal Division. As soon as Legal approves the guidelines, they will be posted and available on the DCEO EV website, www.illinoisenergy.org/EV. All EVAC participants will also receive an announcement by email.

Kate reported that the overall structure of the guidelines and the rebate dollar amounts for Level 1 and 2 stations will remain unchanged from last year. The most significant changes are the addition of a rebate for DC Fast Chargers (50% up to \$12,500 for non-networked stations or \$15,000 for networked stations; SAE J1772 combo and CHAdeMO cord connections are eligible), and the requirement for all stations to be installed by an ICC certified installer (i.e., self-installed stations are not eligible). The guidelines continue to consider outlet-only projects and Telsa charging stations to be ineligible for rebates.

3. ICC Certification for EV Charging Station Installers

Sanjo Omoniyi (ICC) reported that currently 33 charging station installers are certified by the ICC, and another 8-10 are in process and expected to be certified by next month. He has been getting some phone calls regarding the lack of certified installers in Southern Illinois.

Anyone who speaks with an installer who intends to apply should refer the install to Sanjo for a review of their draft certification application before official submittal. Sanjo's initial review prevents applications from getting held up in approval and generally speeds up the application processing time.

DCEO plans to market the ICC certification along with the EV Infrastructure Rebate program, once the rebate application is approved and posted. DCEO intends to target participants in the electrical contractor industry in Southern Illinois in order to address that regional gap.

Sanjo reported that the ICC's analogous installer certification program for distributed generation systems (e.g., solar PV) has certified nearly 70 companies to date, and the number continues to increase. Many of the same companies are pursuing EV station installer certification, too. This suggests that the number of certified EV station installers will also continue to climb over time.

4. City of Chicago "Drive Clean Chicago" Update

Samantha Bingham (CDOT) reported that CDOT received CMAQ program approval to expand the Drive Clean Truck program (<http://www.drivecleanchicago.com/OurPrograms.aspx#truck>) to provide vouchers toward e-trucks that include hybrid, plug-in hybrid EV, and extended range EV types in classes 2B or heavier (i.e., 8500 pounds or more). The program was previously focused only on battery EV trucks in

classes 3 to 8. CDOT is also increasing the voucher amount from 60% to 80% of incremental cost. This mirrors the CARB e-truck voucher program in California. CDOT will update the program website to show the voucher amount as models are added to the list and pricing verification is complete.

Sam is working with e-truck companies to address mitigations for performance problems with lithium-ion batteries in the winter. This was a reason that CDOT decided to increase the incentive amount. She will send around a cold weather mitigation white paper that CALSTART wrote.

5. Workplace Charging Workshop at Baxter in Deerfield – Wednesday, October 22

<http://pluginchicagometro.org/WorkplaceCharging/>

Kate Tomford reported that DCEO is working with ELPC, the City of Chicago/CDOT, and Baxter to host a workshop on Workplace EV Charging at Baxter in Deerfield on Wednesday, Oct 22. Registration and the agenda are available online at the link above. The event is free and includes two speaker panels, lunch, and a test drive opportunity in the afternoon. Please visit the website for more details.

Curt Volkman (ELPC), who is leading the coordination of the event, described the target audience for the seminar: companies with charging stations who can tell their story, companies contemplating installing charging stations, and companies with a general interest but no specific knowledge of why or how to install stations. Specific roles may include sustainability officers, HR staff, and facilities staff. A key objective of providing workplace charging is to make EV ownership feasible for urban residents who cannot charge overnight in street parking spaces or multi-family building garages or lots.

Lisa Medearis suggested promoting the event through the Illinois Green Business Association. She will provide contact info to Kate Tomford.

6. Updates on current EV news, initiatives, events and programs

- **National Drive Electric Week – September 15-21**
<https://driveelectricweek.org/events.php>

Lisa Medearis (Sierra Club) provided information on the upcoming National Drive Electric Week events in Illinois: on 9/19, a ride n' drive in Daley Plaza in downtown Chicago; and on 9/21, an EV rally hosted by the Fox Valley Electric Auto Association. Also on 9/11, EV Town in Bloomington/Normal is hosting an EV event ("Drive Electric BloNo") in conjunction with and bike rally event. More details posted at <https://driveelectricweek.org/>.

- **High-Efficiency Truck Users Forum (HTUF) – September 22-24 at Argonne National Laboratory**
<http://www.htuf2014.org/>

This is a national event that convenes stakeholders including fleet managers, vendors, supply chain manufacturers, policymakers, and technology researchers and developers. It features displays, a parade, and a ride n' drive for high-efficiency trucks, including electric trucks.

- **Carbon Pollution Standards for Existing Power Plants: Key Challenges (May 2014)**
<http://www.c2es.org/publications/carbon-pollution-standards-existing-power-plants-key-challenges>

Kate Tomford (DCEO) mentioned in her interest in understanding how EVs might play a role in helping (or hindering) states achieve the carbon emissions reduction compliance plans that they will be required to develop per the new draft rules issued by USEPA under section 111(d) of the Clean Air Act. The C2ES report at the link above briefly discusses related questions. The draft rules set targets for CO2 emissions

reductions from power plants for all states to achieve by 2030; Illinois' target is 33%. Growth in EV use will likely drive higher consumption of electricity, but will avoid tailpipe emissions from internal combustion engines. Section 111(d) does not regulate emissions from mobile sources, so the tailpipe emissions benefit of EVs is not readily accounted for.

Eric Heineman (Governor's Office) pointed out that accounting for EV-induced emissions is highly dependent on the time and location of charging. Lisa Medearis (Sierra Club) said that the Sierra Club has begun to consider this issue and had some preliminary conversations related to it, but would like to be engaged in further discussions. Dan Santini (Argonne) described his research on the emissions implications of charging EVs under certain rate structures that incentivize charging at different times of the day. His studies found that charging EVs at night during the typical 24-hour demand "trough" results in more coal-fired power generation. He offered to send his studies to Kate and anyone else who is interested, and also wanted to stay engaged in further discussions.

- **Transportation Electrification: Utility Fleets Leading the Charge (June 2014)**
http://www.eei.org/issuesandpolicy/electrictransportation/FleetVehicles/Documents/EEI_UtilityFleetsLeadingTheCharge.pdf

This report by the Edison Electric Institute encourages electric utilities to consider converting their fleet to electric vehicles. Dean Thompson (Ameren Illinois) noted that Ameren Illinois is discussing the report's recommendations and considering the economic feasibility and benefits.

- **EV Charging Station Infrastructure Costs (May 3, 2014)**
<http://cleantechnica.com/2014/05/03/ev-charging-station-infrastructure-costs/>
- **Ohio group pushes for workplace electric vehicle charging (Aug. 22, 2014)**
<http://www.midwestenergynews.com/2014/08/22/ohio-group-pushes-for-workplace-electric-vehicle-charging/>
- **California bill gives renters the right to install charging stations (Aug 28, 2014)**
<http://chargedevs.com/newswire/california-bill-gives-renters-the-right-to-install-charging-stations/>

Will Walker (CMS) mentioned that he saw an interesting segment on 60 Minutes about "Formula-e" car racing, where the competing cars are all-electric. The first race is scheduled to take place in Beijing this fall. This racing series will bring attention, popular awareness, and financial investment to electric vehicle technologies. The series producers and backers are interested in promoting the environmental benefits of EVs and are looking at extending investments to technologies that can generate carbon-free electricity to power the race cars.

7. EVAC housekeeping and wrap-up

- **Meeting schedule through 2014 – move meetings to the *first* Wednesday of each month**
 - **Proposed dates: October 1, November 5, December 3 (all Wednesdays)**

No one objected to the proposed meeting dates, so the above dates were confirmed. Kate Tomford (DCEO) will send out a confirmation email and Outlook appointments for the three remaining meeting dates in 2014.

- **Agendas and minutes are posted on DCEO's website**
www.illinois.gov/dceo/whyillinois/KeyIndustries/Energy/Pages/IL.EV.Advisory.Council.aspx