



**ILLINOIS ELECTRIC VEHICLE ADVISORY COUNCIL  
Monthly Meeting**

**2:00pm on October 1, 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#

**Welcome & Introductions**

Kate Tomford, Illinois Department of Commerce and Economic Opportunity (DCEO), called the meeting to order. She invited participants in the Illinois Electric Vehicle Advisory Council (EVAC or "Council") meeting to introduce themselves.

*Chicago Attendees*

- Andy Bartosh, ABB
- Anthony Cefali, DCEO
- Dan Gabel, ComEd (*Council Member*)
- John Hipchen, Telefonix
- Kate Tomford, DCEO (*Council Member and Chair*)
- Michael Weiser, Commuter Cars

*Springfield Attendees*

- Caitlyn Barnes, DCEO
- Darwin Burkhart, IEPA (*Council Member*)
- Adam Green, IEPA
- Gary Hurley, Springfield CWLP
- Michael Motor, DCEO
- David Ross, DCEO

*Teleconference Attendees*

- Joe Glynn, IBEW 134
- Bob Greenlee, Illinois Science and Technology Coalition
- Brian Haug, Continental Electric
- Brian Levin, ChargePoint
- Lisa Medearis, Illinois Sierra Club (*Council Member*)
- Tim Milburn, Green Ways 2Go
- Sanjo Omoniyi, Illinois Commerce Commission
- Ross Patronsky, Chicago Metropolitan Agency for Planning
- Senator Sue Rezin (*Council Member*)
- Eric Schlaf, Illinois Commerce Commission (*Council Member Designee*)
- Dan Santini, Argonne
- Bob Spatz, CarbonDay

- Dean Thompson, Ameren Illinois (*Council Member*)
- Curt Volkmann, Environmental Law and Policy Center (*Council Member*)
- MaryJo Warskow, Elevate Energy
- Allen Will, Telefonix

*Absent Council Members*

- Samantha Bingham, City of Chicago
- Sharon Feigon, Alternative Transportation for Chicagoland
- Representative Michael Fortner
- Senator Linda Holmes
- Steve Massey, IDOT
- Joseph Mikulecky, EV Town
- Kristin Munsch, Citizens Utility Board
- Andrew Moyer, DCEO
- Tony Reinhart, Ford
- Representative Ann Williams
- Tracy Woodard, Nissan

**Status Update: Illinois Alternate Fuels Rebate Program – IL Environmental Protection Agency (IEPA)**

Darwin Burkhart reported that the number of EV applications to the IEPA’s Alternate Fuels Rebate Program has increased significantly over time. Due to problems with the spreadsheet print-out during the meeting, Burkhart provided the following statistics for the Alternate Fuels Rebate Program by email after the meeting.

As the date show below, nearly 3,000 EVs have received rebates through the program, for a total of nearly \$11 million in rebate awards.

**IEPA EV Rebate Applications 2010 thru September 2014**

<b><i>By 6-month cycle</i></b>	<b><i>Number of EVs</i></b>	<b><i>Rebate \$\$ for EV Purchases</i></b>
Spring 2010 Cycle	0	\$0.00
Fall 2010 Cycle	0	\$0.00
Spring 2011 Cycle	2	\$8,000.00
Fall 2011 Cycle	133	\$513,550.00
Spring 2012 Cycle	211	\$803,826.00
Fall 2012 Cycle	434	\$1,680,779.00
Spring 2013 Cycle	560	\$2,150,402.40
Fall 2013 Cycle	794	\$3,029,693.50
Spring 2014 Cycle	535	\$1,999,632.00
Fall 2014 Cycle (as of 10/1/14)	203	\$791,700.00
<b>TOTAL</b>	<b>2,872</b>	<b>\$10,977,582.90</b>

<b><i>By Calendar Year</i></b>	<b><i>Number of</i></b>	<b><i>Rebate \$\$ for EV</i></b>
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	<i>EVs</i>	<i>Purchases</i>
CY 2010	0	\$0.00
CY 2011	135	\$521,550.00
CY 2012	645	\$2,484,605.00
CY 2013	1,354	\$5,180,095.90
CY 2014 (thru 9/30/14)	738	\$2,791,332.00
<b>TOTAL</b>	<b>2,872</b>	<b>\$10,977,582.90</b>

**Status Update: Illinois Electric Vehicle Infrastructure Rebate Program – IL Department of Commerce and Economic Opportunity (DCEO)**

*Fiscal Year 2015 Release*

The guidelines for the EV Infrastructure Rebate Program, at the time of the Council meeting, were in review with DCEO’s legal department. The guidelines will be posted as soon as they have been approved.

Pending approval, there are two important changes to note within the Fall 2014 EV Infrastructure Rebate Program guidelines: (1) funding is available for DC fast charging stations and (2) no self-installations will be allowed this year (all installations must be performed by an ICC certified installer).

*Evatran and Wireless Charging*

DCEO staff was recently asked by Evatran if their wireless charging system would qualify for the EV Infrastructure Rebate Program. The charging system has SAE J1772 compatible protocols, but no direct cord connection. The Evatran system also requires installation of a vehicle adaptor to function. Based on these features, DCEO staff determined the technology does not fit into the requirements of the program guidelines. Furthermore, DCEO staff noted the intention of the EV Infrastructure Rebate Program is to install stations with continuous value, potentially to multiple individuals, and compatibility with multiple vehicles. Additionally, DCEO has not seen interest in wireless charging equipment from potential rebate applicants, and has concerns over how the installation of a vehicle adaptor might fall under the Illinois Commerce Commission’s certification program for electric vehicle charging station installers.

*Comments*

A Council member noted there is added value to not having to plug in an electric vehicle which may provide an additional incentive to consumers interested in purchasing an EV. The Council member argued DCEO should incentivize such innovations.

Another Council member noted the wireless charging station does not fit within a universal standard and is not interoperable.

A Council member noted an argument could be made to incentivize the use of wireless charging at residential spaces, but the use of the station at public locations would be problematic.

Tomford noted Evatran will be providing DCEO with information on installation costs for their wireless charging station. Since the Council meeting, Evatran staff provided the following details on installation costs:

If the customer has 240v/30amp service available at his parking place, then the basic installation costs \$275. If the customer does not have the 240V/30amp service at their parking location, the

installation is \$794. The vehicle installation is based on the mechanic's hourly rate. The installation process usually takes about 2-3 hours, so we typically say it is around \$300 depending on their hourly rate.

### **Status Update: Certification for Electric Vehicle Charging Station Installers – Illinois Commerce Commission (ICC)**

The number of EV charging station installers who have been certified by the Illinois Commerce Commission (ICC) has increased to 42 total companies, 37 of which are listed on the ICC website. Additional applications were received prior to the EVAC meeting, which should increase the total number of certified installers to around 50.

#### *Comments*

Tomford noted Cefali had called and emailed certified installers to see if they served residential or commercial customers, or both. DCEO will be updating and color-coding the Google map of ICC installers to provide that information to consumers.

Tomford also noted i-Hotel staff in Champaign had recently asked if they could complete a project with a certified installer but have another contractor do the boring in advance. Omoniyi noted boring would not be included in the scope of work considered installation, but laying electrical wire in the bored holes would.

The list of ICC certified installers can be accessed at:  
<http://www.icc.illinois.gov/utility/Certified.aspx?type=25>

A Google map of the current ICC certified installers can be accessed here:  
<https://mapsengine.google.com/map/edit?mid=z47bccbnlqiA.kHWUA5rdioR4>

For additional information on the ICC's EV Charging Station Installer Certification, refer to the program website: <http://www.icc.illinois.gov/Electricity/EVChargingStationInstallerCert.aspx>

### **Report: Feasibility of Electric Vehicle Charging Stations in Springfield – Eric Hurley, City Water Light and Power**

Springfield's municipal power company, City Water Light and Power (CWLP) recently released its study on the feasibility of electric vehicle charging stations in Springfield. The study was commissioned by a Springfield City Council ordinance, and the City Council has received a copy of the results.

CWLP's research found there were not enough EVs currently in Springfield to necessitate the installation of public electric vehicle charging stations. Instead, CWLP is looking into the possibility of encouraging at-home charging through real-time pricing rates.

If stations were to be installed in the City of Springfield, CWLP could not provide electricity for free. This is because of an ordinance that requires the power company to charge at least their cost for electricity. Furthermore, CWLP does not own any parking lots or garages in Springfield; most of the parking garages and lots downtown are owned by Downtown Springfield, Inc.

#### *Comments*

Tomford asked if the City of Springfield was planning any incentives or outreach and education for electric vehicles. Hurley noted those were in discussion, but even if agreed upon, would not be implemented until after the beginning of the new fiscal year which falls on March 1.

Tomford asked how the City Council received the report. Hurley noted some were interested, some were not. The City Council did not provide CWLP with any formal feedback.

Tomford asked if a formal proposal had been created for a real-time pricing plan. Hurley noted there are some tentative proposals in place for three-tiered time of use plans, but nothing formal has been proposed.

Tomford asked if any other municipal utilities currently offered real-time pricing. Hurley responded that no municipal utilities in Illinois offer real-time pricing, but Detroit Edison, which CWLP is using as a model, does.

Burkhart noted IEPA is working with USEPA to determine if federal enforcement funding for supplemental environmental projects can be used to provide the City of Springfield with six electric vehicles for its municipal fleet.

### **Vendor Update – Andy Bartosh, ABB**

Electric vehicle charging technology is a portion of ABB's Discrete Automation and Motion Division. ABB focuses on three roles in EV charging: (1) grid side functionality, (2) consumer functionality, and (3) charger management functionality.

There are three charging standards for electric vehicle charging stations. The SAE J1772 AC cord connection is used for Level I and Level II charging in almost all vehicles, with the primary exception of Tesla vehicles. The CHAdeMO and SAE J1772 CCS (Combo) cord connections are used for DC fast charging for almost all vehicles, with the primary exception of Tesla vehicles. The CHAdeMO cord connection is used by Asian auto manufacturers (Mitsubishi, Nissan, Kia, and Zero), while the SAE J1772 CCS cord connection is used by most German and American auto manufacturers (Chevrolet, BMW, and Volkswagen). The cost to support both the CHAdeMO and SAE J1772 CCS cord connections in single DC fast charging station is low.

ABB offers the Terra 53 DC fast charging station. The Terra 53 CJ, which has both the CHAdeMO and SAE J1772 CCS cord connections, has been shipping since August of 2014. The cost for the Terra 53 CJ station is about \$30,000. This station is currently the only UL listed charger with both DC fast charging cord connections.

ABB also offers a 20kw DC wall box. This station has a 30-90 minute charge time. It is not currently offered as a dual standard station.

ABB stations have been involved in several unique projects. In the Netherlands, Fastred has installed over 200 stations throughout the country. Kia Motors has also installed 16 Terra 53 CJ stations at several of its locations in California and Oregon to support the new electric vehicle it will be releasing in the next few months. Additionally, preexisting EVgo stations in California are being retrofitted with combination cords to have two CHAdeMO and one SAE J1772 CCS cord connections per DC fast charging station.

### **Updates on Current EV News, Initiatives, Events, and Programs**

### Workplace Charging Workshop

The U.S. Department of Energy, DCEO, the City of Chicago, the Chicago Department of Transportation, Chicago Area Clean Cities Coalition, and the Environmental Law and Policy Center are sponsoring a free workplace charging workshop for Chicago area businesses. The workshop will be held on October 22, 2014 at Baxter International's headquarters in Deerfield, IL.

Two panels will be featured at the event. The first panel will include the U.S. Department of Energy, DCEO, and an electric vehicle driver. The second panel will include representatives from five companies which have already installed electric vehicle charging stations for their employees. Vendors from multiple charging station companies, as well as several auto manufacturers, will also be in attendance with displays.

Information and registration for the Workplace Charging Workplace is available at:  
<http://pluginchicagometro.org/workplacecharging/>

### National Drive Electric Week

Tomford noted the National Drive Electric Week event in Daley Plaza was well attended.

### U.S. Department of Energy Clean Cities Quarterly Call

At the USDOE Clean Cities quarterly call, participants discussed metrology and regulations/certifications. The group is trying to create an equivalent standard for the delivery of kWh that can be set by the National Institute of Standards and adopted by states.

### **Closure**

Agendas and minutes for each Council meeting are posted on DCEO's website:  
<http://www.illinois.gov/dceo/whyillinois/KeyIndustries/Energy/Pages/IL.EV.Advisory.Council.aspx>

The next meeting for EVAC will be held on Wednesday, November 5, 2014.

The meeting was adjourned.