



**ILLINOIS ELECTRIC VEHICLE ADVISORY COUNCIL  
Monthly Meeting**

**2:00pm on April 29, 2015**

Chicago: Thompson Center at 100 W. Randolph St., Rockford Conference Room (DCEO Office)

Springfield: Ridgely Building at 500 E. Monroe St., 11th Floor (DCEO Office)

Dial-in: 1-888-494-4032, access code 865-039-0291#

**Welcome & Introductions**

Caitlyn Barnes, 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*

- Samantha Bingham, City of Chicago (*Council Member*)
- Erik Brandenburger, New Chicago Solar
- Dan Gabel, ComEd (*Council Member*)
- John Hipchen, Telefonix
- C Jay Johnson, Outage Electric Consulting
- Adrienne Mintz, City of Chicago
- Marc Manning, CTA
- Ross Patronsky, CMAP
- Jim Rhodes, ZipCar
- Michael Weiser, Commuter Cars

*Springfield Attendees*

- Caitlyn Barnes, DCEO
- Deirdre Coughlin, DCEO
- Molly Lunn, DCEO
- Michael Motor, DCEO
- Lisa Teubner, DCEO

*Teleconference Attendees*

- Joe Delello, Mitsubishi Motors
- Steve Massey, IDOT (*Council Member*)
- Tim Milburn, Green Ways 2Go
- Micah Miller, Secretary of State's Office
- Sanjo Omoniyi, ICC
- Jim Pomillo, NRG eVgo
- Dan Santini, Argonne
- Eric Schlaf, ICC (*Council Member Designee*)
- Tim Slattery, Nissan (*Council Member Designee*)

- Bob Spatz, Carbon Day
- Dean Thompson, Ameren Illinois (*Council Member*)
- Curt Volkmann, Environmental Law and Policy Center (*Council Member*)
- Mary Jo Warskow, Elevate Energy
- Allen Will, Telefonix

#### *Absent Council Members*

- Darwin Burkhart, IEPA
- Sharon Feigon, Alternative Transportation for Chicagoland
- Representative Michael Fortner
- Senator Linda Holmes
- Lisa Medearis, Illinois Sierra Club
- Joseph Mikulecky, EV Town
- Kristin Munsch, Citizens Utility Board
- Paul Pierre-Louis, DCEO (*Interim Chair*)
- Tony Reinhart, Ford
- Senator Sue Rezin
- Representative Ann Williams

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

#### Fiscal Year 2015 Applications

The EV Infrastructure Rebate Program closed on April 16, 2015. The Department received a total of 168 applications during the Fall 2014 cycle of the program.

There appear to be 163 applications that are *potentially* eligible (if all documentation is submitted). There would be 84 residential applications (51.5%) and 79 non-residential applications (48.5%) accepted if all were approved.

This would be a decline from the Fall 2013 funding cycle of the program. However, the decline is coming from residential applications, of which the Department received 124 last year. This may be related to the decision to remove self-installations from the program guidelines.

If all of these applications are approved, this cycle of the program would fund 249 stations, with a total of 351 charging ports. Over 75% of these charging ports would be non-residential. Over 85% of the funding for this cycle – if all applications are approved – would be spent on non-residential projects.

Using the preliminary program numbers, DCEO calculated the average cost per electric vehicle charging station for both residential and non-residential projects. Purchase and installation at a non-residential location cost about \$9,800 per station (alternatively, about \$6,000 per charging port). Purchase and installation at a residential location (a total which includes multi-family housing projects) cost about \$3,200.

#### Electric Vehicle Industry Development Program

DCEO is considering re-opening the EVID program and is still seeking input on its guidelines and the types of projects the Council believes would be beneficial to the EV industry.

The EVID program is open to: for-profit businesses, non-profit organizations, governmental entities, and educational institutions. The program funds projects that establish, expand, or enhance capacity for manufacturing EV's, EV supply equipment, or EV/EVSE components. Eligible expenses include purchase and installation of machinery, equipment, and new industrial systems; and construction, expansion, and/or improvement of production facilities.

In order to qualify for funding, the applicant must provide matched funding up to a minimum of 50 percent of the project cost. At least 25 percent must come from direct investment from the applicant; the other 25 percent can come from private investment, other grants/rebates, etc.

Historically, applications were evaluated on the following criteria:

1. Application quality
2. Applicant capacity (capability, credentials, experience)
3. Feasibility of project plan
4. Project benefits (encouraging EV use, EV industry growth, economic development, supply chain expansion, reduction of greenhouse gas emissions, etc.)
5. Leveraged funds
6. Past grant performance

These are current topics which could be considered by DCEO with assistance from the EV Advisory Council:

1. **Definitions of electric vehicle.** In the program guidelines, "electric vehicle" is currently defined as either a battery-powered electric vehicle operated solely by electricity or as a plug-in hybrid electric vehicle. This definition also requires the electric vehicle to be licensed to drive on public roadways without restrictions confining it to operation only on certain types of streets or roads.
2. **Definitions of EVSE.** In the program guidelines, "electric vehicle supply equipment (EVSE)" is currently defined as equipment need to safely convey power to an EV, including conductors, EV connectors and attachment plugs, etc. This definition highlights charging stations in particular as potential EVSE.
3. **Focus of projects.** Projects have to focus on creation/expansion of a manufacturing process for EV/EVSE or on improvement of manufacturing facility for EV/EVSE per the current guidelines.
4. **Commercially available requirement.** Grant funds can only be used on projects that are commercially available. Funding cannot currently be used on research and development, product prototyping, or demonstration of testing of products not yet commercially available.

DCEO invited EVAC members and attendees to provide further comments by email to [Caitlyn.Barnes@Illinois.gov](mailto:Caitlyn.Barnes@Illinois.gov).

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

There are currently 66 electric vehicle charging station installers and 92 distributed generation installers who have been certified by the Illinois Commerce Commission (ICC).

#### Comments and Questions

Lunn asked how long it takes, on average, for an installer to be certified. Schlaf noted it generally takes 6-8 weeks after the application is submitted for an installer to be certified.

Barnes asked how long it takes, on average, for a certification renewal to be approved. Schlaf did not have an exact timeframe, but noted it would be much shorter than the certification time frame. Forms are available on the ICC website for installers needing to renew their certification.

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>

### **Drive Clean Chicago Program Update – City of Chicago**

The City of Chicago is still accepting applications to its Drive Clean Truck Program. Drive Clean Truck is part of the City of Chicago Drive Clean Chicago program, which aims to decrease congestion mitigation and improve air quality. This program utilizes federal funding, and therefore should not be impacted by the Fiscal Year 2016 budget.

As of this meeting, the City of Chicago has approved 29 voucher applications for the Drive Clean Truck Program which utilize \$1.2 million in funding. These vouchers include 15 hybrid upfits for vans, three all-electric vans, one all-electric truck, and 10 hybrid upfits for bucket trucks.

The City of Chicago also anticipates launching its Drive Clean Taxi program by the end of within the next few weeks by releasing a call for vendors to participate in the program. This program will provide a total amount of \$1.2 million in funding available to incentivize electric and compressed natural vehicles which can be licensed by the city's Business Affairs and Consumer Protections department (such as taxis, ambulances, and shuttles). The City of Chicago hopes to use this program to incentivize up to 120 vehicles.

Program numbers and guidelines for the Drive Clean Chicago programs can be found online at [www.drivecleanchicago.org](http://www.drivecleanchicago.org).

The fourth annual Green Drives event hosted by Chicago Area Clean Cities Coalition will be held on May 28, 2015 from 8:00am to 4:00pm at the DuPage County Fairgrounds in Wheaton, Illinois. This is a free event which is open to the public and should host a ride and drive session and an informational session on electric vehicles. The City of Chicago anticipates having several Drive Clean Truck voucher recipients present at the event.

Registration information for Green Drives 2015 can be found online at <http://www.chicagocleancities.org/component/ohanah/green-drives-2015/registration?Itemid=0>

Chicago Area Clean Cities and the City of Chicago also sponsored a workplace charging event on February 19, 2015 at the Chicago Auto Show. The event focused on employer policies and cost considerations, based on a recent study which identified these as the two largest barriers to workplace charging. Materials are available at [www.goo.gl/TX9VJP](http://www.goo.gl/TX9VJP).

### **Comments and Questions**

A Council member asked if the Drive Clean Taxi program included any express lane privileges. Bingham responded that it does not. Drive Clean Taxi will provide 80% of the incremental or conversion cost of switching to electric and compressed natural vehicles, up to \$10,000. This program is available to fleet vehicles regulated by Business Affairs and Consumer Protections.

### **Pending Legislation: SB 1879**

Illinois General Assembly SB 1879 is sponsored by Senator Kimberly Lightford. The bill is a large piece of legislation which would make multiple policy changes; a select portion of these changes are relevant to the EV Advisory Council. To read the full bill text, please see:

<http://www.ilga.gov/legislation/BillStatus.asp?DocNum=1879&GAID=13&DocTypeID=SB&SessionID=88&GA=99>

A portion of this legislation includes the design and implementation of an incentives program allowing electric utilities serving more than 3,000,000 retail customers in Illinois to invest a maximum of \$100 million to develop, construct, and install up to 5,000 publically-accessible electric vehicle charging stations in its service territory over a five-year period. In particular, the program would aim to incentivize charging station installations at multi-unit dwellings, workplaces, municipal lots, and economically disadvantaged locations. Utilities involved in the plan would own, operate, and maintain the charging stations. After five years, the utilities would review the program's success and determine, with the assistance of the Illinois Commerce Commission, whether the program should be extended. The legislation also requires the utilities to consult the EV Advisory Council and Chicago Area Clean Cities Coalition to design installation plans prior to submitting a formal proposal to the Illinois Commerce Commission. During the five-year plan period, the utility would also be required to create a minimum of 50 full-time equivalent jobs in Illinois through the development, construction, installation, operation, and maintenance of the EV charging stations or face potential financial penalties.

### **Questions and Comments**

A Council member asked how ComEd, as a participating utility, might interact with condominium boards in order to install stations at multi-family residential locations. Gabel hoped utilities might be able to draw on the experience of EV Advisory Council members for assistance in this area.

Santini asked if the stations would be capable of automatic demand response and what protocol they would use. Gabel was unsure at this time.

A Council member asked when the legislation was scheduled for a vote. Gabel noted the legislation was currently in the General Assembly. *Note: the most recent status change was made on May 15, 2015 (Rule 2-10 Committee/3rd Reading Deadline Established As May 31, 2015).*

Lunn highlighted the size of the legislation and mentioned that other portions of the legislation could negatively impact some of the state agencies involved in the EV Advisory Council.

A Council member asked if the incentives program would focus on Level 1 or Level 2 stations. Gabel responded the program would likely focus on Level 2 stations if approved. Level 1 stations are a possibility, but DC fast charging stations would not be included.

A Council member asked when the plan would take effect if the legislation were to be approved. Gabel noted the legislation gives the participating utilities 120 days from the date the bill is approved to submit their plans to the Illinois Commerce Commission, who would then have 90 days to review the plan and follow up.

A Council member asked if Commonwealth Edison was open to discussing potential amendments to the bill. Gabel noted Commonwealth Edison has received numerous comments and recommendations, which are currently being reviewed.

A Council member asked if the incentives program would mean additional fees for rate payers. Gabel responded there would be additional fees, as utilities are allowed within the legislation to recover their costs. Additionally, although the utilities would own the stations, the placement sites would be responsible for covering the fees for use of power for the stations. Commonwealth Edison is still determining the potential rate increases.

Thompson noted Ameren is reviewing the legislation and may also be submitting recommendations for amendments.

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

### **Current EV News**

- Why Small Businesses are Installing Electric Vehicle Charging Stations (April 27, 2015)  
[http://www.huffingtonpost.com/gina-coplonnewfield/why-small-businesses-are\\_b\\_7152164.html](http://www.huffingtonpost.com/gina-coplonnewfield/why-small-businesses-are_b_7152164.html)
- Getting More Electric Cars on Roads Faster: Recommendations from NRC (April 24, 2015)  
[http://www.greencarreports.com/news/1097980\\_getting-more-electric-cars-on-roads-faster-recommendations-from-nrc](http://www.greencarreports.com/news/1097980_getting-more-electric-cars-on-roads-faster-recommendations-from-nrc)  
Full report: <http://www.nap.edu/catalog/21725/overcoming-barriers-to-deployment-of-plug-in-electric-vehicles>
- Electric Cars are City Cars? Not in U.S.: They're Suburb Cars Here (April 14, 2015)  
[http://www.greencarreports.com/news/1097793\\_electric-cars-are-city-cars-not-in-u-s-theyre-suburb-cars-here](http://www.greencarreports.com/news/1097793_electric-cars-are-city-cars-not-in-u-s-theyre-suburb-cars-here)
- Insult to Injury? GA Kills Electric-Car Incentive, Last-Minute Luxury-Car Tax Break (April 6, 2015)  
[http://www.greencarreports.com/news/1097641\\_insult-to-injury-ga-kills-electric-car-incentive-adds-last-minute-luxury-car-tax-break](http://www.greencarreports.com/news/1097641_insult-to-injury-ga-kills-electric-car-incentive-adds-last-minute-luxury-car-tax-break)

### **Pending EV Legislation**

HB0198 would prohibit parking conventional vehicles in spaces with EV charging stations and would implement a minimum fine of \$75 per offense. The bill would require signage to be placed at EV charging stations at both public and private buildings.

The bill status and full text for HB0198 is available at:

<http://www.ilga.gov/legislation/BillStatus.asp?DocTypeID=HB&DocNum=198&GAID=13&SessionID=88&LegID=83826>

## **Member Comments**

Weiser noted Commuter Cars is talking with the City of Ochland, New Zealand to implement car sharing with smaller electric vehicles. Johnson asked how many people can fit in Commuter Car vehicles. Weiser

noted the Commuter Car vehicles will carry two people – a driver and a passenger. He noted over 90 percent of commuters make their daily commute alone.

**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, June 10, 2015.

The meeting was adjourned.