

Alaska Electric Vehicle Working Group

Quarterly Meeting

June 9, 2020

Location

Join Zoom Meeting

<https://zoom.us/j/92893230723?pwd=SGgwR2xxaFZNUkZTUUrZGJzeFgydz09>

Meeting ID: 928 9323 0723

Password: 1uDf4s

Agenda

10 am Introductions around the Zoom room

10:15 am Updates & Announcements

AEA (10 mins)

MOA (5 mins)

ACEP (10 mins)

General (5 mins)

10:45 am Mission / Goals / Structure development

Summary of polling input (5 mins)

Introduction & Discussion of draft Mission and Vision (25 mins)

Introduction & Discussion of draft Goals (25 mins)

Introduction & Discussion of draft Structure (10 mins)

11:50 am Meeting Wrap-up & Schedule Meeting

Those not yet signed up for the Alaska Electric Vehicle Working Group listserv may do so at:

<http://list.state.ak.us/mailman/listinfo/alaskaev>

Notes

Attendees:

Tim Leach – Sparkbox

Michelle Wilber - ACEP

Chris Rose – REAP

Tim Demarre – Golden Valley Electric

Kirk Martakis – EV Owner

Travis Million – Copper Valley Electric

Adeyemi Alimi

Jemeremy VanderMeer

Connie Fredenburg – Contractor for Institute of Tribal Environmental Professionals

Josh Craft + Naomi (intern) – Matanuska Electric Association

Adam Bradway – Mat-Su Borough

Clay Koplin – Cordova Electric Cooperative

Micheal Rovito – Alaska Power Association

Craig Lion - TP

Chris Pike - ACEP

Taylor Asher – Alaska Energy Authority

Shaina Kilcoin – Municipality of Anchorage

Pierce Shwalb - Municipality of Anchorage

Pam Kauveiyakul – Launch AK

Rob Roys – Launch Ak

Mark Wiggin

Tanya Krackovic – eCamion

Jeff Libby – UAA

Betsy McGregor -- Alaska Energy Authority

Erin Whitney - ACEP

Steve Colt

Laurie Cello

Mark Foster

Jason Custer – AP&T

David Searles – Municipal Light and Power

Katie McCall – staff for Senator Mia Costello

April Woolery – AK DOT&PF Fairbanks

Agenda:

Mission and Goals – Start on the google poll that went out to the group. Straw man will be introduced today for a Charter.

Summary to poll results to us today, and discussion. But not a finished product today

UPDATES AND ANNOUNCEMENTS

AEA – Betsy – AEA has worked on several EV-related tasks over the past few months:

DOE Grant – submitted grant application in April; requesting \$5.3 million and partners providing about \$5.6 million in match for 39-month project. Partners include: AEA/State of Alaska, Cordova Electric, Chugach Electric, City and Borough of Juneau, AKEVA, Pacific Alternatives, and Tesla. ACEP will be conducting the data analysis. Project is to:

- Phase 1: buildout fast charging network from Kenai Peninsula to Fairbanks;
- Phase 2: buildout fast charging network from Anchorage, Fairbanks, and Valdez to Southeast AK via Skagway;
- Community-based installations of L2s, including remote communities with capacity for EVs or appropriate energy source;
- Demonstrate feasibility of EV use in various climate zones of the state;
- Collect and analyze data from charging stations and EVs to understand successful siting; support any future utility EV charging programs or rate-making specific to EV charging; and potential grid impacts; and
- Provide outreach and education of project findings and outcomes.
- Expect a response by July.

RFP for site hosts, contractor – AEA is waiting to put out an RFP for site hosts/contractor until after we hear from the DOE.

EV Policy - AEA is currently developing EV policy for the State to lead the effort in reducing barriers to EV market adoption in AK.

- We have developed a mission statement for AEA as it relates to EVs:
 - Lead the Effort to Minimize Barriers that Inhibit EV Adoption in Alaska.
- We will be coordinating with DOT, DEC, and DMV in the future.

- Working on draft siting criteria to discuss at the next EV Technical meeting in late June.

SEP Funds for Level 2 Charging Stations – AEA has contracted w DOT&PF to install Level 2 chargers at several state-owned facilities, potentially: Alaska Court System in Anchorage and Fairbanks; Atwood Building in Anchorage; State Office Building in Juneau; and Anchorage and Fairbanks international airports.

SEP Funds for Ride-and-Drive events - AEA has sponsored two events to be carried out by AKEVA.

MOA – Pierce

- **DOE Grant** – MOA also submitted a DOE grant application, with support of some matching funds from AEA. The Project is for an electric box truck and garbage truck and eCamion battery fast charger for about \$700K, to be carried out over 39 months.
- **CEA grant** – level 2 charger being installed in parking lot across from Rustic Goat.
- **APD** – hybrid interceptors rolling out this year – 20 (4 already?)

ACEP

Michelle – ACEP contributed to technical sections of the two DOE proposals. Working on cold climate impacts literature review and UW Capstone map of temperature zones of interest.

Tim – June 16 -17, Virtual EV Workshop – two mornings (AK time). Experts from within and outside Alaska for presentations, panel discussions guided by moderators, robust Q&A with audience. RMI, fleet owners, utilities, etc. Identify research opportunities, look at policy environment in other locations – best practices. Register ahead of time. List of speakers/agenda online - [http://acep.uaf.edu/acep-news/2020/1-june-acep-this-week/register-now-for-electric-vehicle-workshop-\(1\).aspx](http://acep.uaf.edu/acep-news/2020/1-june-acep-this-week/register-now-for-electric-vehicle-workshop-(1).aspx)

AKEVA - Dimitri would like to see Alaska EV drivers as speakers.

Cordova Electric Coop - Clay Koplin

NRCEA, Beneficial electrification league – Beneficial Electrification conference was delayed from COVID – should know in the next 3 weeks.

REAP - Chris Rose — SB123 passed. Electric Reliability set up for Railbelt. Rulemaking process kicked off. Integrated resource planning for entire Railbelt. Reconvening tomorrow. Rulemaking process is very important – huge impact on EVs.

- Demand Charge docket – great time to reiterate that request – in between dockets – a good window.

Sparkbox - Tim — Another webinar to discuss Electrify America \$ in 3rd round of funding – priorities etc:

<https://register.gotowebinar.com/register/42284325996474895>

DISCUSSION OF MISSION AND GOALS AND STRUCTURE

Informal Survey Results – Lots of electric utility respondents, university respondents, evenly divided across other types of orgs. No staff from RCA or DEC (growth area).

- Barriers: Most notable barrier was lack of widespread public charging infrastructure, demand charges, lack of consumer awareness, concern over handling and performance
- Purpose for AKEVWG: Encourage EV investment, advise the VW settlement expenditures and provide consumer education, a central location to compile EV input from all Alaskans and identify needs and priorities, develop cost effective and practical solutions, forum for industry stakeholders, develop recommendations on policies
- Direction: accelerate or accommodate EV adoption? Accelerate: 42.9%, accommodate: 23.8%
- Vision: lots of responses! Affordable options, etc, decreased emissions, EVs and renewables to accentuate the benefits
- SMART goals – lots of good responses

Straw Man Charter and Objectives discussion:

Other Missions?: (there was no voiced objection of the Strawman mission). Mark Wiggin said it looked fine in the chat.

Mark Wiggin – RE: Tim's question about should we be accelerating or accommodating market growth, not sure that is necessary question...by dropping barriers we will accelerate adoption

Mark Foster - Concur with Mr. Wiggin. "mission is to minimize barriers *and accelerate* the adoption of"

Kirk Martakis – mission should be to get some DC fast chargers in place. Only 2 people charged at his level 2 station last year, already 10 people this year. Adoption is accelerating. Need the chargers.

Andrea T - Suggest more passive wording of Transportation Electrification, can be more broad than "adoption of electric transportation". I would like to see an accessible and equitable infrastructure (charging) network to be central to the mission.

Dimitri – do we see this group advocating against additional registration fees on EVs, filing a petition to remove demand charges for charging, etc – how do we see this group removing barriers?

Tim L: range of entities represented, many might hesitate to participate in a particular advocacy direction

Clay: that is the how, we were on the what. Clay would like to draw the boundary before marine vehicles, but wants to make sure Marine Highway system is part of the considered highway charging corridor

Tim L: Yes, we are on the Why, will get to the what and how.

Robert - This broad stakeholder group has various interests that overlap with EV's - and that's fine with me. Southeast Conference is interested in deploying renewable resources (mostly hydro) and displacing imported diesel. If we can help create good policies and promote infrastructure deployment statewide, others can build initiatives from that more tailored to their interests if "beyond boundaries". Your vehicle registration fees will take care of that - legislation poised, right?

Craig – Highway trust fund funded by gas tax, but EVs don't pay gas tax. Try to move it to a vehicle miles traveled, so that we don't reduce the amount the money from the HTF. Doesn't think it makes sense to advocate for how trust fund is monetized, but need to keep in mind and account for.

Tim Demarre – it seems like there is no market solutions (except maybe for Tesla separately), but when look at economics of installing charging station, demand charges. In short and med term only looks like it makes sense to do it with the very long view or from a charitable (environmental) viewpoint.

Kirk - Tim, do you have any idea how expensive it is to install a gas pump? Or run gas trucks to keep it filled? The price of the commodity must be priced financially feasible to absorb such costs

Tim Demarre - Great point Kirk. If you can point me towards a comparison between the two that would be useful for my thinking.

Kirk - I just have friends in the gas station business, so I hear about it, but a DC fast charger is a long term investment, just like gas pumps, got no back up data

Medium Term Goals:

Based around survey responses and DOE grant details

Charging corridor and community charging goals

Josh - It seems we are ignoring the 15,000 vehicles that leave the Matsu every day commuting 100 miles for work with our approach

Kirk - Totally Josh, some day they will be electric

Josh - I think it's an important focus if we want to accelerate adoption and make the rest of the infrastructure we're referencing more economically viable

Kirk - DC fast chargers will give us the biggest bang for our time and effort, not drive and ride or studying it

Dimitri – working on 4th level 2 charger outside of Anchorage (with AKEVA – a small underfunded organization) Is there actionable piece that helps or makes it good for my group to participate. Measure of policy is in chargers, maybe EVs. Measurable goal is number of chargers installed

Tim DeMarre - One way in which gas stations differ from charging stations is that most people will prefer to charge from home. They want to have chargers available for emergencies or long range trips. But they will not have near the same patronage as today's gas stations.

Kirk - Totally true, a different world ahead

Andrea T - Perhaps a focus on the different and varied Use case for EV drivers is important. residential is not a replacement for public charging, just a different use case.

Josh – 100 mile commute from Valley, with winter range reduction – range anxiety. To address largest number of commuters at one time, this is the biggest bang for the buck.

Tim L: identify goals with some charging infrastructure to meet this group's needs?

Josh: Probably not much range anxiety in normal Anchorage commuter (live&work in ANC) . Out of ANC trips often involve hauling toys – using big, not available as EV, vehicles.

Tim L: we can include some medium term goal to address this

Near Term Organizational & Policy Priorities

Should there be policy recommendations? A number of survey respondents included. Many called out action to address fast charging. To discuss later.

Other items:

- Link to sign up to group.
- Public facing website
- Newsletters to update on activities
- We have a sharepoint site for group materials – contact Taylor Asher if you need access

Action Items:

- Review strawman and provide comments back to the group before next quarterly meeting.
- Next EV Technical Meeting – strawman on Siting – Tuesday June 23, 11-1pm
- Next AKEVWG quarterly meeting - September 15 –10 -Noon

Additional Announcements:

AP&T - Jason Custer - Alaska Power & Telephone just announced it is expanding its EV incentive program to include cash incentives to cities, tribes, and ANCSA corporations installing public chargers in our service areas. Contact me at jason.c@aptalaska.com if you'd like more details of the program. Thanks!

Clay Koplin - I want to remind/notify the group that I sit on the Department of Energy's Office of Electricity (EVs) "Electricity Advisory Committee" and I may solicit input (and feel free to offer it) regarding Federal / DOE EV initiatives, budgets, programmatic research, etc. and be able to push them to the highest levels of DOE.