

Alaska Electric Vehicle Working Group

Technical Session – June 30, 2020

Who: Technical Representatives from Electric Utilities, Municipalities, and more.

What: AKEVWG Technical Sub-Committee Meeting

When: June 30, 2020 from 11 a.m. to 1p.m.

Where: In accordance with the State of Alaska's COVID-19 Health Alerts, we will conduct this meeting via Zoom. To join online click [here](https://alaska.zoom.us/j/98326898274) (<https://alaska.zoom.us/j/98326898274>). Or dial +1 253 215 8782 US (Tacoma). Use Meeting ID: 983 2689 8274.

AGENDA:

11:00 a.m. Welcome and introductions

11:15 a.m. Introduction to purpose of the siting criteria document - AEA

11:30 a.m. Discussion - additions, edits, etc to the strawman criteria

12:10 p.m. 5 minute break

12:15 p.m. Polling - all attendees will vote

12:30 p.m. 5 minute break to tally votes

12:35 p.m. Discussion of final results, next steps

1:00 p.m. Adjourn

Notes

Michelle - Introduction to the agenda. The strawman sent to participants, generated by AEA staff, is intended as a starting point for today's discussion.

Introductions:

Michelle Wilber – Alaska Center for Energy and Power

Tim Leach – SparkBox

Tim DeMarre – Golden Valley Electric Association

Matt Bergen – Kotzebue Electric Association

Kirk Martakis – Driving on Sunshine

Josh Kraft and Naomi – Matanuska Electric Association

David Searles – Municipal Light and Power

Betsy McGregor – AEA

Taylor Asher – AEA

Todd Vanhove – Alaska Department of Transportation & Public Facilities

Pierce Schwalb – Municipality of Anchorage

Shaina Kilcoyne- Municipality of Anchorage

Dimitri Shein – Alaska Electric Vehicle Association

Clay Koplin – Cordova Electric

Devon Kibby – Pacific Alternatives

Chris Pike – Alaska Center for Energy and Power

Eric Taylor – AKDOT – Juneau

Andrea Tousignant – Ions for EV

Bruce Shelly – Homer Electric Association

Pam Kauveiyakul – Launch Alaska

[Introduction to purpose of the siting criteria document - AEA](#)

Betsy – the strawman is based on review of criteria from other locations. Some of the criteria are likely going to be mandatory where others will be used to rank projects. Currently four columns, representing 1) Charging Corridor – Kenai to Fairbanks, 2) Charging Corridor – Anch, Fbx, Valdez-Skagway, 3) Charging Corridor – Marine Highway, and 4) Community – based. There could be a fifth column added too, a community based for remote communities

Josh question – how are the first and second columns different?

Betsy – the second column is focussed on connecting the main corridor to the Canadian boarder.

Josh question – is community-based charging assuming just L2 or a mix of L2 and L3?

Betsy – likely a mix.

Tim D. – are these criteria just for VW funding or other funding sources?

Betsy – multiple funding sources, VW, hopefully DOE, and Electrify America

Josh – Is there a specific goal within this document about supporting

Betsy – AEA has a mission for EVs to lead in reducing barriers to market adoption

Josh – It sounds like AEA's goal is to remove barriers to EV adoption, not just focused on an EV corridor or reduce emissions.

Betsy – the 40% matching funds criteria is specific to the VW settlement funds

Discussion and additions to strawman

Michelle – Next 40 minutes will be used to discuss the strawman, then we will use a Google Form to vote on the criteria. Voting for each criterion will include a choice of mandatory, optional, or do not include. Additionally, each criterion will be ranked on a 1-10 scale, with 1 being least important and 10 being most important.

Some of the criteria listed, such as “Who will assume ownership” will make more sense if we add “Has a plan as to...”.

Dimitri – L2 and L3 are very different. I think it will help if we develop criteria for each.

Betsy – We agree with this. Think of corridor development focused on L3 and Community development as L2s. Although there may be some mix.

Michelle – We could replicate the columns to define separate sets for L2s and L3s for Corridor and Community.

Andrea – feels like scoring for L2s and L3s should be different

Josh – suggesting changing “Charging Corridor” to “Charging and Commuting Corridor” to make sure we don’t leave out high traffic areas

Betsy – suggest adding traffic volume as a criterion

Todd V. – add Average Annual Daily Traffic (AADT)

Dimitri – for this spreadsheet, what is the objective of installing L3s?

Josh – per Betsy, it is to remove barriers to EV adoption

Dimitri – but if we are discussing traffic volumes as an L3 criteria to talk to the commuter population, the L2 can solve this need.

Clay – land ownership is a critical issue. CEC has found the land ownership can be an asset or a liability. Additionally, the marine

Pierce – think about this as a macro and micro siting exercise. What is the zone

Todd V. – when attending a Governor’s conference on EVs he heard that utilities in other areas are finding locations was a combination of distance between stations and utility infrastructure

Michelle – Tim D. created a map with the help of the other utilities showing where 3 phase power was located to indicate general areas that are suitable for L3s.

Josh – when voting on the Google form, how do we differentiate something that is required from one that is going to be ranked?

Michelle – Use “Mandatory” for something you should require, using scoring to indicate how you prioritize

Tim L. – change to “land ownership plan”

Andrea – Include signage on criteria list

Josh – agree with Dimitri's earlier comment that L2s at work can support commuters, but one L3 site along a commuter corridor would likely address one of the main barriers (range anxiety) more quickly than working with multiple employers to install L2s.

Bruce Shelly – We do not have the volume on the Kenai. L2s at work will be necessary.

Josh – Understood, but one of our first issues we need to address to increase EV uptake is range anxiety. Once we have a basic network of L3s and a growing population of EV users we can focus on employer sited L2s.

Michelle, 12:15 pm -- take a 5 minute break while she includes input on the Google Form.

Michelle – Voting given extra time. Closed at 12:47pm, screen sharing Google Form analysis of results. Michelle will email out the survey results and use email to identify a time in the next several weeks to meet again to discuss the results.

Closing thought:

Dimitri – many of these criteria are assuming a site host would incur costs to prepare an application. These costs can be prohibitive.

Andrea – We should keep these costs in mind.

Comments from Zoom Group Chat:

From kirkmartakis to Everyone: 11:00 AM

Hello to everyone from beautiful Windy Pass

From Me to Everyone: 11:01 AM

Good morning all!

From kirkmartakis to Everyone: 11:13 AM

LOOKS REALLY GOOD, BETSY!

From kirkmartakis to Everyone: 11:28 AM

I agree,

L2s are happening regardless, L3 is what is most important

From Pierce Schwalb to Everyone: 11:33 AM

could also be worth thinking about how networked versus non-networked L2s might change criteria (cell coverage) and also battery-tied DCFC (access to 3 phase).

From Clay Koplin to Everyone: 11:40 AM

I would suggest changing that criteria to "land owner preference" or otherwise capture that - if landowners see it as complementary rather than a headache, or the potential problems can be headed off before they are installed, the installation is a win instead of a fail

From Tim DeMarre to Everyone: 11:44 AM

https://www.google.com/maps/d/u/0/edit?mid=1OW3cEvL2z0r4hbZz1au0oOtDczpZil_Q&ll=62.48726878721238%2C-148.17276817505382&z=7

From Andrea T to Everyone: 11:44 AM

Also Land ownership for at least 10 years

From Tim DeMarre to Everyone: 11:47 AM

The map above shows where an electric network is available, where there are existing chargers. There are also locations highlighted where charging stations would be useful.

what is nice about this tool is it is free to use, and you can place a charger very precisely in a specific lot which you can zoom in on.

From Andrea T to Everyone: 11:47 AM

Mention signage requirements for future EV Driver education and safety (finding a station)

From Tim DeMarre to Everyone: 11:48 AM

It is unofficial, but useful for visualizing our goals

From kirkmartakis to Everyone: 11:50 AM

Looks real good Tim

From Tim DeMarre to Everyone: 12:01 PM

signage that indicates how many miles to next charger as you pass charger would be good. Useful, but also potentially irritating if more chargers are added in rapid order, then signs need to be updated frequently

From Shaina Kilcoyne, Anchorage, On-site to Everyone: 12:03 PM

I agree

From Tim DeMarre to Everyone: 12:08 PM

We have this ranking system for site hosts. Should we have a separate top down rating for ideal locations based on long range road trips and commuting volume

Tier 1, Tier 2, Tier 3

That may be separate from these criteria which is more specific to site host concerns

From Andrea T to Everyone: 12:08 PM

Or find some time to discuss the EV Driver Use cases before making those decision?

From BMcGregor to Everyone: 12:09 PM

I agree. And we would build out the corridor beginning from the most travelled geographic areas and expand as funding allows.

From Andrea T to Everyone: 12:11 PM

There are a number of uses cases, and prioritizing top reasons for important travel, commute to Providence Emergency or commuting to work very different needs to EV Tourism or travel.

From Michelle Wilber to Everyone: 12:22 PM

https://docs.google.com/forms/d/e/1FAIpQLScZ85pXbPt5pxhi-TxPv0qdYSDLnOAsB4bbfBKrhY7ak-P31Q/viewform?usp=sf_link

https://docs.google.com/forms/d/e/1FAIpQLScgvUZOmuE6DyW86zqHDArk5jpkIbRffGhla0kgES-utQGZlA/viewform?usp=sf_link

https://docs.google.com/forms/d/e/1FAIpQLScMv4jt5mN14Iz0PPHr2KfXkTVFkDOseshij2zBPFTYC20SNg/viewform?usp=sf_link

From Andrea T to Everyone: 12:47 PM

ok! phew!

From Tim DeMarre to Everyone: 12:47 PM

done

From Pamela Kauveyakul to Everyone: 12:47 PM

done!

From Andrea T to Everyone: 12:52 PM

Just a note- in my scoring Cell phone is not for the Driver but a requirement to have a network to charge back driver AND for data capture for hardware owner.

From Tim DeMarre to Everyone: 12:54 PM

email

don't need to go over now

From Pamela Kauveyakul to Everyone: 12:54 PM

Email + follow-on discussion

From Shaina Kilcoyne, Anchorage, On-site to Everyone: 12:54 PM

Email results and offer option for feedback.

From Andrea T to Everyone: 12:54 PM

email and follow up options discusses

From kirkmartakis to Everyone: 12:56 PM

Sure would be a good goal to have 3 DC L3 chargers installed by this winter.....

Just to let folks know we are serious

It would be a big boost to EV adaption