

Alaska Electric Vehicle Working Group

Technical Session – July 10, 2020

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

What: AKEVWG Technical Sub-Committee Meeting – Siting Criteria continued

When: July 10, 2020 from 11 a.m. to 12 p.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

Intros

Concerns (from emails and from the room)

-Dimitri – 5 minutes on charging objectives

Discussion of results, grouping of criteria for weighting

Next Steps

Notes

Intros

Michelle Wilber	ACEP
Tim Leach	SparkBox
Matt Bergan	Kotzebue Electric
Dimitri Shein	AKEVA
Steve Colt	ACEP
Alec Mesdag	AEL&P
Chris Pike	ACEP
Eric Taylor	Alaska DOT in Juneau
Betsy Taylor	AEA
Pam Kauveyiakul	Launch Alaska
Pierce Schwalb	Municipality of Anchorage
Taylor Asher	AEA
Andrea Tousignant	Ions for EVs
Dan Bishop	GVEA

Concerns, Comments, & Discussion of Objectives

Dimitri – developing criteria will be easier if we identify top level objectives of charging

L3 – Objective 1) route enablement & range extension, and 2)

Cost effectiveness

Criteria can be grouped under the objectives.

Pierce – Like the objectives from Dimitri. Can also think about macro siting and micro siting.

Andrea – Like what Dimitri said about route enablement. L3 charging can be used to enable EV tourism but it also can be used as part of the hub and spoke model to service the local community and the corridor and long-distance travelers.

Public fast-charging station needs to be defined. Is it owned by a public entity or owned by a private entity and made accessible to the public?

Cell-phone coverage – this criteria is not for EV drivers to check their mail while they are charging, it is to enable EVSE communication, including for charging a fee for the use of the EVSE

Point of sale – Different EVSE providers have different approaches to connecting with the network and charging a fee for EV charging. We should use a broader term to encompass all these approaches and not limit ourselves with the narrow term of point of sale.

Michelle – does anyone else have any other concerns? (none raised)

These criteria will be used to inform how AEA would expend VW dollars and hopefully other sources of money in the future. Kudos to AEA for seeking public input on the development of these criteria. These criteria are not set in stone. As we move past a phase 1 installation based on short-term goals we can revisit the criteria to ensure we are using lessons learned and adapting the process to the next set of goals.

Andrea – Equity and access should be considered as one of our long-term criteria but may not be a dominant factor in this first phase.

Betsy- Thank you for all the comments. We should look both at the near-term and keep the long-term in mind. We will keep looking for additional funding sources to Social justice is a criterion included in the VW Beneficiary Mitigation Plan. There isn't a large used EV market in Alaska areas other than southeast.

Michelle – There is agreement on route enablement & cost effectiveness as two overarching objectives. Building the biggest network for the least amount of money is what is meant by cost effectiveness.

We do have traffic counts in the criteria, but we may need to add a route enablement criterion.

Michelle shared screen with the overall siting criteria survey, summarized methodology that led to the identification of a criterion as mandatory/scored/not needed, and highlighted a few missing data points.

We agreed that “Public” needs refinement – Tim L. recommended 'Public Accessibility' (to make clear that it need not be free, but able to be used by all - not private to employees or residences of a certain building)

With limited time left in the meeting Michelle will send the group her draft grouping of criteria by email.

Outcomes and Next-Steps

It was agreed by those present that the overarching objectives for Level III charging are:

1. Route Enablement
2. Establishing the biggest network for the least cost

All - Overarching objectives for Level II charging needs to be defined. Please provide your thoughts by email. Tim Leach will pull wording from the DOE grant proposal as a start for us to discuss and agree on. (Copied below)

All - please suggest and discuss, by email, any missing criteria that need to be added or that need more discussion. For results of the polling on siting criteria see these links:

Corridor - Level 3 Chargers:

<https://docs.google.com/forms/d/13xeitDIM8nTg-nTrPxhUJFCuUuFUyL7z-QsJSNKfwWQ/viewanalytics>

Corridor - Level 2 Chargers:

https://docs.google.com/forms/d/1NbLtDJNMxVBmqZol_2ROp4JAMxmuhjE6qNyTcPlzGIE/viewanalytics

Community:

https://docs.google.com/forms/d/1rmfbwBt_3RqAHFuFgnFH4mnjcNnzRMGcCVpkokxBMI0/viewanalytics

Andrea (and others) - recommend terminology in the siting criteria that can be used to clarify ambiguous or ill-defined verbiage.

Michelle - group the criteria by the objectives (first) and into other subgroups as it makes sense so that we can determine relative weighting not just by individual criterion but also by category. This may also illuminate criteria that overlap so much as to be redundant and in need of combining. Michelle will send out a poll for any new criteria.

DOE grant proposal community-based charging stations objective

The DOE grant included several objectives related to the creation of a charging network. The community-based approach, referenced in the objective below, was largely focused on L2s but I do believe there is room to include L3s.

“Install community-based charging stations to increase EV visibility and ubiquity; provide a reliable charging “safety net” for unexpected charging needs, and to provide “destination” charging for long day or overnight trips.”

All the objectives identified for the grant can be found on page 9 of the proposal which is accessible on the AEA SharePoint site, [here](#). If you have not yet accessed the AEA SharePoint site, please contact Taylor Asher TAsher@akenergyauthority.org.