

NORTH BAY CHAPTER



Electric Auto Association
Promoting Electric Vehicles Since 1967

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THIS MONTH'S NBEAA MEETING

August 8th: How does a hydrogen fuel cell vehicle (HFCV) work and how does its performance, efficiency and emissions compare with a battery electric vehicle. Presentation by Alan Soule

FUTURE NBEAA MEETINGS

FUTURE MEETINGS:

September 12th: This is the day before Drive Electric Day. The meeting will consist of final preparations for Drive Electric Day.

October 10th: A complete presentation on the 2015 WAVE EV "rally" or travelling EV "Show & Tell". The vehicles (and people) involved along with the effectiveness of this type of Show & Tell.

November 14th: *Please send suggestions*

LOCAL EV EVENTS:

National Drive Electric Day:

The date for the Drive Electric Day Santa Rosa is scheduled for Sunday, September 13th, from 11 AM until 4 PM and will be held in the Coddington Mall north parking lot. This event has been the most effective way to influence people to buy or lease an EV. *Everyone is encouraged participate*. As of today, we have verbal confirmation that 9 different brands of EVs will be represented giving test drives. We will be publicizing this event more than we have in the past so we expect a good turnout from interested EV buyers. We need as many EV owners as we can get to display their cars in the Show & Tell. If you don't have an EV, you can help at the NBEAA table or help answer questions from the public. The more proponents we have, the more powerful our message. Please contact Mike Newell (webmaster@nbeaa.org) if you would like to volunteer for this event.

EV NEWS

2016 Nissan LEAF to Have a Range that Exceeds 100 Miles

Although Nissan has not confirmed this, “reliable sources” are saying that the 2016 LEAF will have a realistic range of around 100 miles. This will be accomplished by increasing the battery storage from 24 kWh to 30 kWh. It is not clear whether this higher capacity battery would be standard or an option. And, this is not the significant upgrade for the 2017 or 2018 LEAF that Nissan has announced for the LEAF where the LEAF will have a range around 200 miles.

Blink Announces the Implementation of Charger Occupancy Fees

The Blink Charging Network has announced that they will be implementing Charger Occupancy fees on Blink-owned Level 2 EV charging stations. This means that after an EV has completed charging, if it remains connected to the charger for more than 15 minutes, then a Charger Occupancy fee of \$0.08 per minute will be assessed until the connector is removed. This fee will help resolve the frustrations that EV drivers have over cars that are left in a charging station and not actually getting a charge. This occupancy fee took effect on July 20th.

California Ends EV rebates for the “Wealthy” While Boosting Rebates for the “Poor”

The California EV rebate program will be revised to add income-based caps for BEVs and plug-in hybrids. Once the rules are written and approved, which will take 4-6 months, the amount of subsidies buyers receive, or don't receive, will be determined by income according to the California Air Resources Board. For low income people with incomes less than 300 percent of the Federal Poverty Limit will be able to get up to \$3,000 for a plug-in hybrid, \$4,000 for a BEV and \$6,500 for a Hydrogen Fuel Cell Vehicle. This, currently, applies to people with an income of less than \$35,310 and a family of three earning less than \$60,270. On the upper income side, individuals earning more than \$250,000 and families earning more than \$340,000 will no longer receive a rebate for a BEV or a plug-in hybrid. They will, however, still be eligible to receive the \$5,000 rebate for purchasing or leasing a HFCV.

DOE Study Finds that BEV, PHEV Battery Second Use Will Offset Total Ownership Costs

A recently released study from the DOE's National Renewable Energy Laboratory (NREL) has confirmed the value of repurposing used EV batteries for stationary storage applications. The NREL found that battery second use (B2U) strategies are capable of offsetting the costs of recycling vehicles at the end of their lives, while improving the grid. The NREL analysis showed that B2U is unlikely to significantly reduce the purchase price of PEVs, but it will eliminate end-of-service costs, like battery disposal or recycling, and could even provide a credit for up to \$1,000. The second use for stationary storage is possible because, for a vehicle, if the battery capacity degrades to less than 70% of its initial capacity, it is considered ineffective. However, that same battery, with only 70% of its original capacity can be operated in a conservative manner while being used in stationary storage and retain that 70% capacity for another 10 years. The installation of stationary storage is highly sought after by the utilities because it will help them integrate more renewable energy into the grid.

EV NEWS (CONT.)

California Energy Commission Grants \$10 million for Electric Buses and Trucks

The California Energy Commission (CEC) has approved more than \$10 million in grants for four projects to demonstrate medium and heavy vehicle technologies using battery electric or fuel cell power trains. The projects are:

- \$2.9 million for battery-electric buses in the Los Angeles area
- \$2.8 million for battery-electric school buses in Reedley, Colton and Los Angeles
- \$2.6 million for a fuel-cell drayage truck to ship containers from the ports of LA and Long Beach along a 150 mile loop to deliver the containers to rail
- \$2.1 million for a fuel-cell bus to be tested in the Coachella Valley

Editor's Note: After researching for the presentation at this month's Chapter meeting, I feel that fuel-cell powered vehicles are appropriate for long-haul heavy vehicles, but not for light vehicles or short-haul heavy vehicles.

CEC is Offering Grant Funding Opportunity to Install DCFCs Along California's North-South Corridors

The California Energy Commission has issued a competitive grant solicitation to receive up to \$10 million in grant funds for projects that will install DC Fast Charging stations (DCFCs) on Interstate 5, State Route 99 and along US Hwy 101 from San Jose south. The purpose of this grant is to complete the connection of the West Coast Electric Highway at the Oregon border and allow electric vehicles to travel through California south to Baja California. (thanks to Farzad Ghazzagh for forwarding this information to me)

UPDATE ON NEW CHARGING STATIONS IN THE NORTH BAY

New Public Charging Stations. The list, below, shows the recently added charging stations in Sonoma and Marin Counties. I apologize if I repeat one from a previous month. Additionally, most RV parks have 240 volt/50 amp outlets that require a mobile charger with a NEMA 14-50 plug. The RV parks charge a fee for using their outlets. Also note that many hotels and motels make a 120 volt outlet available for guests to use for overnight charging.

Plug-in 14-50 Level 2 outlets at motels and inns in Anchor Bay, Point Arena, Elk, Albion, Little River and Mendocino along Hwy 1 but you need to spend the night to be able to use these charging facilities

Also note that there are now dozens of Level 2 and (3) DCFCs in Napa County

(1) DCFC CHAdeMO, (1) Level 2 J1772, (1) Tesla HPWC at Greenwood Ridge Vineyards Tasting Room, 5501 Hwy 128 in Philo free to customers

No other new charging stations listed in the North Bay.

I have heard many people vent their frustrations about driving to the East Bay and having trouble getting a charge there. In case you haven't seen this, besides the CHAdeMO DCFC at Ikea in Emeryville, I see that the Whole foods on Telegraph & Ashby in Berkeley and the Whole Foods on Gilman in Berkeley have CHAdeMO and SAE Combo DCFCs as well as Level 2 J1772's