

NORTH BAY CHAPTER



Electric Auto Association
Promoting Electric Vehicles Since 1967

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THIS MONTH'S NBEAA MEETING

December 13th at Thunderstruck Motors, 2985 Dutton Ave, Suite 3, Santa Rosa from 10 AM until noon. Open discussion on meeting topics and Chapter Activities for 2015. Also discuss projects that the NBEAA can take on in 2015 to promote the use of EVs including two potential projects with Sonoma Clean Power.

FUTURE NBEAA MEETINGS

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January 10th: A topic suggested in the December meeting or a Show & Tell with the KIA Soul EV

February 14th: A topic suggested in the December meeting or a Show & Tell with the KIA Soul EV

UPCOMING EV EVENTS:

National Drive Electric Week:

The National Drive Electric Week Organizing Committee has scheduled NDEW for September 12-20. This includes two weekends so we can choose which weekend we would like to have our event. This year we conflicted with Wings over Wine Country air show but in 2015, that event is on September 26 & 27. I am trying to get funding from Sonoma Clean Power and the Regional Climate Protection Authority to help with publicity. Anyone who would like to help organize next year's event, please contact Mike Newell or myself.

Potential Chapter Projects or Programs for 2015:

There is a possibility of our Chapter being involved in two programs where our Chapter would collaborate with Sonoma Clean Power to install more charging stations in the County create a program to make EVs more accessible to low income people. I am meeting with SCP to discuss the possibility of implementing one or both of these programs.

EV NEWS

Considerations for Avoiding Electrical System Upgrades When Installing an EVSE:

This is a synopsis of an article from Charged magazine posted November 11, 2014. One of the big advantages of EVs is that they can be charged at home or at the workplace. However, electrical systems in most existing homes and workplaces were not designed to have EVSEs installed. In most cases, a 7 kW, Level 2, EVSE will provide a charge in 2-6 hours depending on the battery capacity of the EV and the state of charge at the beginning of the charging session. The easiest and, probably, the least expensive way to make more power available is through conservation. Lighting would be the first area to consider. Incandescent and fluorescent lights are relatively inefficient compared to new types of lights, like LEDs, that are available, now. Also, occupancy and daylight detection systems can reduce the amount of energy used to light a space. Scheduling when to charge is another consideration. At the workplace, scheduling charging through the work day so that not everyone is charging at the same time can minimize the peak load drawn from the EVSEs. At home, very little electrical energy is used at night while the occupants are sleeping. By adhering to a strict schedule for charging when the electrical capacity is available, usually from midnight to 6 AM, adding an EVSE in the existing electrical system might be possible. Thus, when talking to an electrical contractor about installing an EVSE at a workplace or home, if the electrical capacity is marginal, make sure that you include conservation and scheduling in your discussions.

BMW i3 is Selling Better in the U.S. Than In Germany:

While more than 4,000 i3's have been sold in the U.S. since the i3 went on sale 6 months ago, only about 1,900 have been sold in Germany in the last 9 months. About half of the i3's sold in the U.S. have the REx range-extending engine while a third of those sold in Germany have the REx. One of the reasons for this discrepancy is that the i3 was made available in all of the most popular EV markets in the U.S. where people were waiting for the release of the i3. Also, the tax credit in the U.S. has proved to be an effective incentive to acquire an EV. Interestingly, the i3 has been the top selling EV in Germany in 2014.

Wisconsin Proposes Annual Fee on EVs and Hybrids:

Wisconsin would join five other states that impose special fees on owners of electric vehicles in an attempt to help make up for revenue drivers of those fuel-efficient cars aren't paying in gas taxes, under a road-funding proposal put forward by Gov. Scott Walker's administration. The \$50 annual fee would raise about \$4 million per year and would be applied to the Wisconsin Department of Transportation budget. The budgets for maintaining roads in most of the country are far short of that required to adequately maintain the roads, so state legislatures are looking for additional revenue. Environmental groups argue that the additional revenues should come from additional fees on conventional gas powered vehicles so that there is increased incentive to acquire an EV.

Utilities Are Getting Into the EV Charging Business:

SCE recently submitted an application to the CPUC to develop the infrastructure for up to 30,000 EV charging stations in the next few years. SCE will develop the required distribution lines, transformers, and other infrastructure and also provide rebates of up to \$3,900 for third parties to own the EV chargers. The price tag for SCE's proposed program is about \$350 million, to be paid for with ratepayer funds. SCE has asserted that its program will be cost-effective for ratepayers. SCE will focus on charging station installations at apartment complexes and workplaces, places where EVs would be parked for extended periods of time. PG&E has not submitted an application for a similar program.

UPDATE ON NEW CHARGING STATIONS IN THE NORTH BAY

Editorial Comment on the Utilities Funding EV Charging Infrastructure:

It appears that the utilities in California have finally realized that they stand to make a lot of money by promoting the use of EVs. They can redirect some of the revenue going to oil companies into their own bank accounts. They understand that the most effective way that they can promote the use of EVs is to make it financially appealing for independent charging station operators to install and operate charging stations. If SCE follows through with their proposed program and PG&E along with San Diego Gas & Electric implement similar programs, those programs would go a long way toward resolving one of the major issues associated with owning an EV, that of the availability of charging stations.

New Charging Stations. The list, below, shows the new charging stations in Sonoma and Marin Counties. Sorry if I missed one or repeated one. As a reminder, RV parks are a great place to get a charge and can be found almost anywhere.

- (1) Level II at Ridge Vineyards, 650 Lytton Springs Rd, Healdsburg (J1772, free)
- (1) Level II at De Loach Winery, 1791 Olivet Rd, Santa Rosa (J1772, Chargepoint)
- (2) Level II at Best Western Garden Inn, 1500 Santa Rosa Ave, Santa Rosa (J1772, free)
- (1) Level II at The Gables Wine Country Inn, 4257 Petaluma Hill Rd, Santa Rosa, (80 amp Tesla)
- (2) Level II at Twin Cities Police Dept, 250 Doherty Dr, Larkspur (J1772, Chargepoint)
- (2) Level II at Montecito Plaza, 315 3rd St, San Rafael (J1772, Chargepoint)
- (2) Level II at Bio Marin, 95 Digital Dr, Novato (J1772, free)