

Feedback from Siskiyou County:

Statewide/Regional Plan Integration Questions:

Please keep in mind that this is not an exhaustive list, but is intended to guide discussion by PEVCC members.

General Questions

- In what ways can the state plan assist and support regional PEV planning efforts?
 1. The initial and continued engagement of the State with each of the individual efforts is an excellent way to begin. Ongoing efforts to engage the regions and share best practice would be welcome.
- Should there be certain templates or standard measures used for each CEC-funded local plan, to ensure that the local plans can fit into the larger statewide plan?
 1. Yes. There must be a balance between the unique needs of each location and the overall state-wide effort, however a minimum threshold criterion would be an appropriate statewide measure. I do not know however how this would actually work. Perhaps an aggregate of the results from the already completed efforts and then a short list of common themes and from there a guide on the level of impact desired locally and by the state, with minimum guidelines for each area? The national PEV transportation collaborative has created a working tool specifically for DOT's, but there was discussion that this tool might be adopted for use in assessing readiness and then providing steps toward "improvement" of the local DOT's actions. One could suggest that a minimum level of "3" (for example) is suggested and these are the measures which would need to be taken to get there – without reinventing each section for each region.

Sharing Planning Data/Best Practices

- What venues need to be established for regions to share information about infrastructure planning?
 1. Regular Skype meetings and an interactive online map would be great. The meetings would allow for consistent updates and the map could show where efforts are underway throughout the state, the active participants and the highlight of their biggest successes or concerns.
- In addition to local government and industry, what other groups (academia, NGOs, property owners) are important in California PEV planning?
 1. Respectfully, all of the above.

EVSE Interoperability:

- Should measures be taken to ensure that any PEV driver can use any charging station, regardless of their network membership? If so, what measures could ensure such access?
 - This is a challenging issue. At what point does the State allow the market to determine accessibility, versus a standardized system which allows for universal adoption? It would require a "forced" collaboration, i.e. a measure which established standards for operation/oversight. Otherwise few companies will voluntarily collaborate to split their market share. An

alternative would be a financial motive, such as a monthly premium for total system access, but this would be (by the company) a voluntary action.

- What role should government play ensuring interoperability?
 - I don't know. On the surface this is a transportation infrastructure problem, but as we are all aware that is not the overall case. Standardization at this juncture would (in my mind) limit creativity within the system and could thus eliminate that next great solution. Demonstrating the benefits to the industry might be a positive step, but without a stick I don't think this will solve the problem. I would suggest this is one of those "big" problems which requires the entire industry to sit down and solve in a work session. At some point a decision will need to be made by the legislators or regulators, however I think there has to be a good, long high level discussion about this and other issues – sooner rather than later.

State Support for EVSE Installations

- Is financial support needed from the state for EVSE installations in the following locations:
 - Residential
 - Workplace
 - Multiunit Dwellings
 - Public
 - 1. My jurisdictions do not have any ability to install infrastructure at their cost. Grants to municipalities or their agents to install basic public infrastructure would seem necessary.
- If support is needed, what type of investment should the state make (e.g. incentives vs. loans)? In addition should locations be prioritized (residential vs. workplace)?
 - Individual owners are capable of purchasing their own charging infrastructure, as are businesses. If an additional incentive was considered I would suggest it come in the form of a tax credit. Multi-unit would be up to the property owner or property owner's association. A tax credit would seem appropriate for this case as well.