

Meeting Minutes

Project: KCAF EV Readiness Plan

Date: Wednesday, March 4, 2020

Time: 9:00 AM – 11:00 AM

Location: KCAF Offices, 339 W. D Street, Suite B, Lemoore, CA 93245

Attendees:

Terri King, KCAF
 Christopher Xiong, KCAF
 Amanda Champion, City of Lemoore
 Mitchel Cabrera, Kings County
 Omar Faris, Southern California Edison
 Dana Al-Qadi, AECOM
 Paige Humecki, AECOM
 William Haas, AECOM
 Ezra Beeman, Energeia
 Miles Butler, Energeia

Advisory Committee Meeting

	Description	Action By
1	Dana reviewed upcoming schedule including the upcoming EVRP review period, stakeholder engagement progress to date, and key findings from the stakeholder engagement process.	
2	SCE Charge Ready 2 program is under development and a final decision on the program design is expected by June 30 th . This program will likely feature a focus on multifamily and 32,000 charging stations territory-wide, 3,000-4,000 of which SCE would own and operate. The program will be built over 12 months following approval. Q3 of 2021 is a rough date for the program launch.	
3	Christopher emphasized electrification will be core for achieving Kings County GHG reduction targets. This EVRP will assist agencies with roll out of EVs, a core strategy for reduction.	
4	SCE announced Porterville and CARB are hosting a press event on 4/17. Goal will be to highlight successes of local agencies in advancing EV infrastructure.	Omar will send a Save the Date to Christopher for this event.
5	Dana reviewed some highlights from the draft plan, including planning resources and the Kings County EV outlook.	
6	CARB is starting a new program, the Clean Mobility Options Voucher Pilot, to fund advanced and innovative mobility solutions. Includes ride share programs like MioCar as well as other modes like scooters, ebikes, etc.	AECOM to add this new program to Funding Sources section of EVRP.
7	Dana highlighted how, without public financing, Kings County will	

	<p>not have the access to the charging infrastructure needed to drive EV adoption.</p> <p>The EVRP forecasts half of all Kings County residents will not be able to charge at home. This is based on assumptions around barriers for renters and multi-vehicle homes.</p> <p>There are also significant air quality benefits to EV adoption which are quantified in the report.</p>	
8	Miles reviewed how the charging location modeling approach has been adopted over time to incorporate feedback from our stakeholders.	
9	Comment that the new approach seems to not favor multifamily parcels, since there are many units with one parcel. Energeia noted that the multifamily parcels were compared against each other, not against other parcel types. The model favors locations where there is a cluster of several multifamily residences.	
10	High schools have not been recommended as public charging locations. Current model only focuses on college and higher education locations. Hanford Unified has charging stations, but they are rarely used as discovered through the stakeholder engagement process.	
11	Group discussed how equity can be addressed through modeling. Noted that a focus on multifamily would already target some lower income populations.	
12	SCE noted they offer several different programs, many focused on specific vehicle types (truck, medium duty, fork lift). Charging locations are currently driven by customer demand.	
13	Energeia confirmed they will provide KCAG with shapefiles of the charging location recommendations in the final file package.	
14	Miles introduced new map design. Committee confirmed new design is reflective of comments.	
15	Regarding identifying specific shopping locations, one method could be to rank stores by sales tax revenue (prioritizes higher traffic), if that data is available.	
16	SCE question on recommendations. Project team clarified that plan is only identifying where public charging is recommended, not the business model which on who will own, operate, install, etc. These could be installed by businesses, public entities, etc.	
17	Hanford map: Reviewed, no comments for edits.	
18	Lemoore map: CMC will have Charge Point installed charging coming soon. No other comments.	
19	Corcoran map: No comments. Corcoran representative has been sent map and may email comments.	

20	Avenal map: No comments. Avenal representative has been sent map and may email comments.	Energeia will double check that location on east side is for the Recreation Center and new building (not High School).
21	Reviewed charging recommendations for unincorporated areas. Noted that many are in areas without gas stations and currently residents travel for fuel. Four census designated areas will be included in the final analysis. Through this process, a large majority of the Kings County population will be included. Inclusion of these areas reflects feedback from stakeholders, who identified specific needs for these rural communities.	
22	Caltrans has installed charging at their maintenance facility in Kettleman City which is available publicly without charge.	
23	Armona: In these rural locations, having community input is increasingly important. With small sizes, census data may reflect large geographic areas, limiting ability to apply modeling approach.	
24	Reviewed differences in providing Level 2 versus DCFC charging. While DCFC chargers individually are more expensive, they can support more drivers. Far more Level 2 chargers would be needed to meet the same level of charging demand.	DCFC costs will be revised for final report.
25	Question on if costs for charging are broken out in final report. Energeia does have the cost breakdown by community.	Energeia will add cost breakdown by community to the final report.
26	Question on if supplemental technical information will be provided with report for posting on KCAG website. This would allow for stakeholders to review the content and perform their own analyses.	Team will provide any technical documentation for KCAG to post on website.
27	Meeting ended with a recap of upcoming comment period schedule. Public draft will be issued on 3/12 for a 30-day public comment period.	