

Charged Up



ELECTRIC VEHICLE ASSOCIATION OF SAN DIEGO (EVAOSD)

An affiliate of the Electric Auto Association (EAA)

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 Vice President: Lloyd Rose
 Treasurer: Richard Rodriguez
 Secretary: David Crow
 Program Chairman: Staff
 Newsletter Editor: David Crow
 Webmaster: Russ Lemon
 Event Director: Raejean Fellows

Monthly Meetings: The 3rd Wednesday of the month, (No Meeting in December).

Meeting Location, Date and Time:

Center for Sustainable Energy
 9325 Sky Park Court, Suite 100
 San Diego, CA 92123

Wednesday, 19 Oct 2016, 7:00 P.M.

Program: News, Project Status, Events

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Newsletter Topics:

EVs on California Bases



Why California buys EVs



Dealer Volt Allotments



Message from the President

Hi All,

My excitement of electric vehicles gets renewed every time I have an acquaintance get one. You can see the excitement they have with ditching gas, going green, joining the upper crust of people who actually want to DO something good for technology and our planet. When you see the glimmer in their eyes when they realize that electricity can be generated from MANY sources. Sun, wind, water, geo-thermal, and yes, even coal can make their machine go.

Then, the technical questions start flooding out. Each one with it's nuance answer like why aren't there more rapid charging stations and what plugs come on the end of a Level 2 charging adapters? Do I get more charge when I use 220V vs. 110V at the outlet? Usually, after a few phone calls they are set to permanently reside in the electric vehicle community. As the EVAOSD, we are ambassadors to the EV community, we need to make sure we have the answers available or can point to the right people/places that do. Let's keep doing our best to grow that number of people. Hope to see you at our next meeting!

-Joseph



Level Two charger and a Kia Soul EV

Navy and Marine Corps to lease 205 new EVs for use at California installations; largest integration of EVs in federal government

Www.greencarcongree.com, 13 October 2016

The California Energy Commission and the Department of the Navy signed a Memorandum of Understanding (MOU) formalizing a partnership that supports Navy and Marine Corps installation efforts to develop alternative energy resources and increase energy security and reliability.

Following the MOU signing, Assistant Secretary of the Navy for Energy, Installations and Environment Dennis V. McGinn announced that the Navy and Marine Corps will lease 205 new electric vehicles for use at California installations, the largest integration of electric vehicles in the federal government.

The MOU ensures continued collaboration and information sharing on energy projects and initiatives and helps implement some of the key recommendations made by the Governor's Military Council last year. The recommendations aim to enhance the state's defense and national security mission and its benefits to California's economy and communities.



Solar panels on MCAS Miramar buildings

Recent joint projects between the Department of the Navy and the Energy Commission include a demonstration of a waterless cleaning process for Kevlar vests, flame resistant garments and other ballistic gear at Naval Base Ventura County, Port Hueneme and the installation of a solar microgrid system with battery storage to ensure mission readiness should the commercial power grid fail at Marine Corps Air Station Miramar.

The Department of the Navy is transforming its energy use by developing energy efficiency measures and alternative energy resources to increase mission capability and flexibility.

In 2009, Secretary of the Navy Ray Mabus set aggressive renewable energy goals to spur the development of alternative power and energy efficient technology and operational procedures. Recognizing the benefits of alternative energy, Secretary Mabus stood up the Renewable Energy Program Office (REPO) in order to accelerate his goals and bring one gigawatt of renewable energy into procurement by the end of 2015—which REPO completed in just 18 months.

The California Energy Commission is the state's primary energy policy and planning agency and has been instrumental in helping the state meet its renewable energy and greenhouse gas reduction goals by investing in energy innovations, advancing renewable energy development, encouraging energy efficiency and transforming transportation away from fossil fuels. The Energy Commission also works with renewable energy developers to ensure their proposed projects in the state do not interfere with space owned, leased or used by the military for training or testing.



Secretary McGinn also revealed that REPO has signed agreements to develop solar energy and solar energy with battery storage projects at three Navy installations in California. The REPO agreements include the development of the largest solar PV facility on Department of Defense land at Naval Air Station Lemoore; solar power and large-scale battery storage system at Naval Weapons Station Seal Beach; and solar power combined with cutting-edge battery technology to supply energy to smaller critical loads indefinitely at Naval Base Ventura County. The announcement of these projects helps to further solidify the collaborative efforts between the Department of the Navy and the state of California.

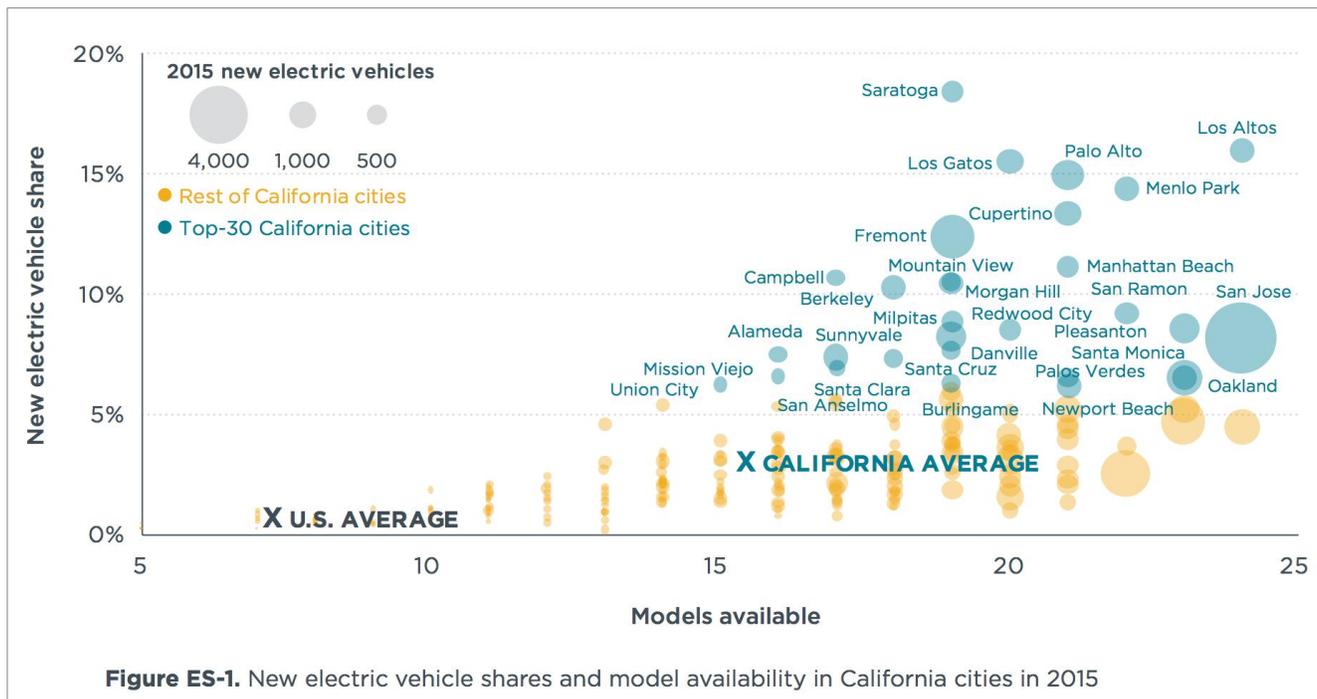
California Dominates US Electric Car Sales — 30 California Cities Show Why

September 25th, 2016 by James Ayre , www.cleantechnica.com

An interesting analysis of the California electric vehicle market was recently published by the International Council on Clean Transportation (ICCT), providing a nice overview of the effects of various policies and promotional activities in effect there through 2015, as well as lessons for other locations/jurisdictions.

The analysis is based around city-level data on electric vehicles for 30 different cities, including adoption rates, public charging infrastructure availability, model availability, promotional efforts, incentives, etc.

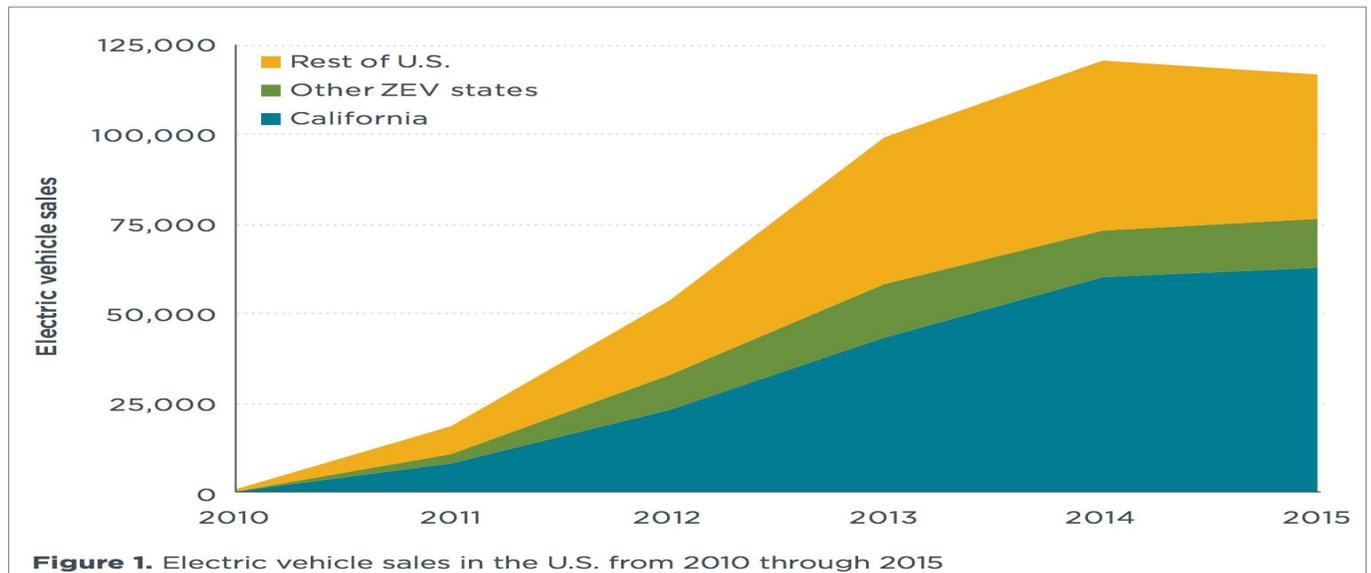
The graph and chart below (and next page) show exactly why such an analysis could be illuminating — electric vehicle (EV) adoption rates in many Californian cities are much higher than elsewhere in the country, and California as a whole is home to about half of all US EV sales.



The executive summary for the analysis provides more: “As shown, there are 30 California cities with from 6% to 18% electric vehicle share of new vehicle sales. This amounts to 8 to 25 times that of the US average in 2015. These vehicle markets range greatly in size, from hundreds of electric vehicle sales up to approximately 4,000 in the case of San Jose. These cities tended to have about 20 electric vehicle models locally available over 2015, far more than generally is the case across other US cities, as well as other California cities.”

In addition to the aforementioned factors (infrastructure, incentives, availability, promotional efforts, etc.), it’s clear that median income levels play a part as well — not surprising considering the relatively high cost of current electric vehicle models.

Interestingly, though, “some factors we examined (California Clean Vehicle Rebate claim rate and the prevalence of single-family homes) were not linked with electric vehicle uptake. Furthermore, other factors for which data was not available (such as the income of electric vehicle purchasers specifically, rather than city-level median income) or that cannot be quantified (such as cultural differences between cities) could be influencing electric vehicle uptake in these cities.”



There were 3 primary conclusions that resulted from the analysis, according to those involved:

“Comprehensive policy support is helping support the electric vehicle market. Consumers in California benefit from federal and state electric vehicle incentives, as well as from persistent local action and extensive charging infrastructure. The Zero-Emission Vehicle program has increased model availability and provided relative certainty about vehicle deployment that local stakeholders can bank on. The major metropolitan areas in California had 3 to 13 times the average US electric vehicle uptake in 2015.”

“Local promotion activities are encouraging the electric vehicle market. The 30 cities in California with the highest electric vehicle uptake — with 8 to 25 times the US electric vehicle uptake — have seen the implementation of abundant, wide-ranging electric vehicle promotion programs involving parking, permitting, fleets, utilities, education, and workplace charging. These cities tend to be smaller, but Oakland and San Jose are also within the high electric vehicle uptake cities. There were twelve cities with electric vehicle market shares of new vehicles from 10% to 18% in 2015 including Berkeley, Manhattan Beach, and many throughout Silicon Valley.”

“The electric vehicle market grows with its charging infrastructure. The 30 California cities with the highest electric vehicle uptake have, on average, 5 times the public charging infrastructure per capita than the US average. In addition, workplace charging availability in the San Jose metropolitan area is far higher than elsewhere. Increasingly, major public electric power utilities and workplaces are expanding the public charging network to further address consumer confidence and convenience.”

Interesting, though not surprising, findings.

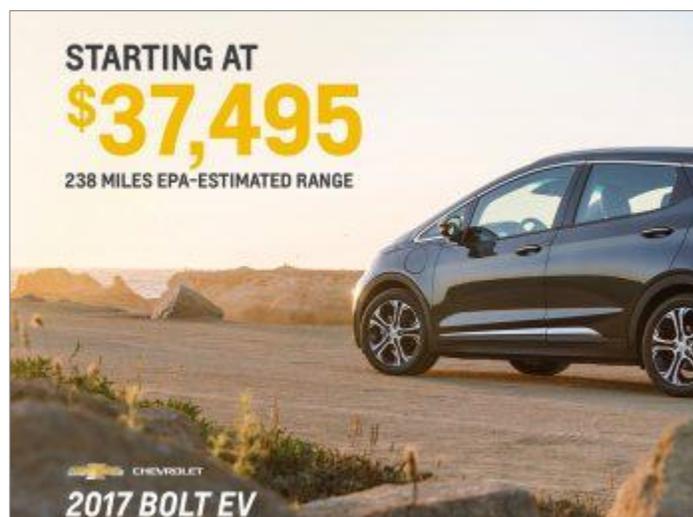
California Dealers Reporting First 2017 Chevy Bolt Allocation

by Jeff Cobb October 7, 2016, www.hybridcars.com

Yesterday on the GM-Volt.com forum the general manager of Southern California-based Keyes Chevrolet posted it has received word it is getting 2017 Bolts and taking pre-orders. "Initial allocation is 78; I have 35 deposits so that leaves 43 open slots," wrote Rick Alpern on the forum of the EV with 238 miles range, starting at \$37,495. In a phone interview today, Alpern confirmed the Van Nuys dealer's computer terminal from Chevrolet shows the vehicles coming, and he hopes to know more in a couple weeks.

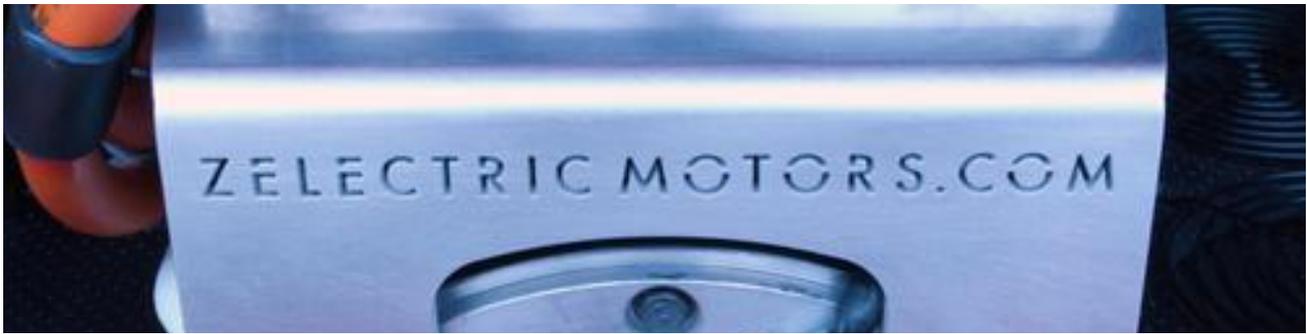
A report of a Silicon Valley dealer also getting an initial allocation – or confirmation Bolts are in the pipeline – was made, and it's assumed others are now getting their allocations. Alpern said he was told by his GM rep that for now only Oregon and California are getting the first wave, and he hopes also to have vehicles to deliver by end of year. Given this is an all-new model launch, timing remains unclear, and actual ordering of specific trim and options is not yet available.

Alpern said typically GM will want to ensure a new car is fully ready, and cited the original extended-range Volt which sat for 10 weeks initially while Chevrolet made sure all was good to go. "I am hoping to be able to have inventory in by the end of the year," said Alpern, adding he also hopes it will be sooner but cannot promise anything at this point. The pre-orders he is taking are at this stage for a place in line, and some customers have given Keyes a wish list, which Alpern said he will fulfill as he is able.



What Chevrolet's plans for the rest of the country are is unclear, timing-wise, but the automaker has said the Bolt will be a 50-state car, and that it is "not a compliance car." In fact, 78 units promised is a large allocation, and Alpern said when his dealership – which is among the top five in California – got its first Volt allocation for 2011, they only got three.

Allocations are given according to sales volume patterns, and since this is a major dealer, it is getting a sizable first promise of inventory – and not for nothing, as the dealer reports only 43 out of 78 are left after just couple days or so. "We're very excited and enthusiastic to have that product," said Alpern speaking of the high range. "Two hundred and thirty eight [miles], you know as a general manager I'm pretty darned enthusiastic."



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- PEDESTRIAN PROTECTION
- GREAT FUEL ECONOMY
- FEWER RESOURCES TO PRODUCE



Electric Auto Association (EAA) Membership Application Form

Fill out this form, attach a check, money order or use PayPal, in US funds only, payable to 'Electric Auto Association'. CE = Current EVents newsletter

e-CE \$35 USA & other Countries \$25 Student \$25 Senior (>65-USA/Canada only) birth year

paper CE \$45 USA \$48 Canada \$52 World \$29 Student \$29 Senior (>65-USA/Canada only)

\$120 (supporting level-1) \$240 (supporting level-2) \$500 or more (high voltage)_____ do not list my name

I support the _____EAA Chapter (additional chapters, \$10 each) _____

(\$10 each) Additional Chapters or Special interest group (other than the one that comes with the membership)

You can fold this form as indicated and mail it with your payment enclosed. Use tape to seal the form, **on the sides** , before you mail it or send an e-version of this form, through PayPal using <http://electricauto.org/eamembership.html>

New Member Renewal

Name

email

This Form is to be updated

Please, use the EAA Website (www.electricauto.org) to Join our San Diego Chapter of EAA at:

https://electricauto.site-ym.com/general/register_member_type.asp

And specifically mention San Diego as your chapter.

The EAA website is a great general resource for EV information.

membership dues include a percentage goes to the EAA Chapter you support for public Electric Vehicle promotion Events like rallies, shows and EV rides.

Current subscribers have borrowing privileges for the association's video tape and publications library. Subscribing to the newsletter is optional and is not a requirement for membership. EVAOSD meetings are always open to any and all interested parties. New Subscribers, please use this form to register to receive the EVAOSD Newsletter. Current Subscribers, please use this form to send us any change in your details.

Please make check or money order payable to: EAA and reference EVAOSD. Send this form and payment to: Richard Rodriguez, EVAOSD Treasurer; 2755 Dos Aarons Way, Suite A, Vista, CA 92081

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