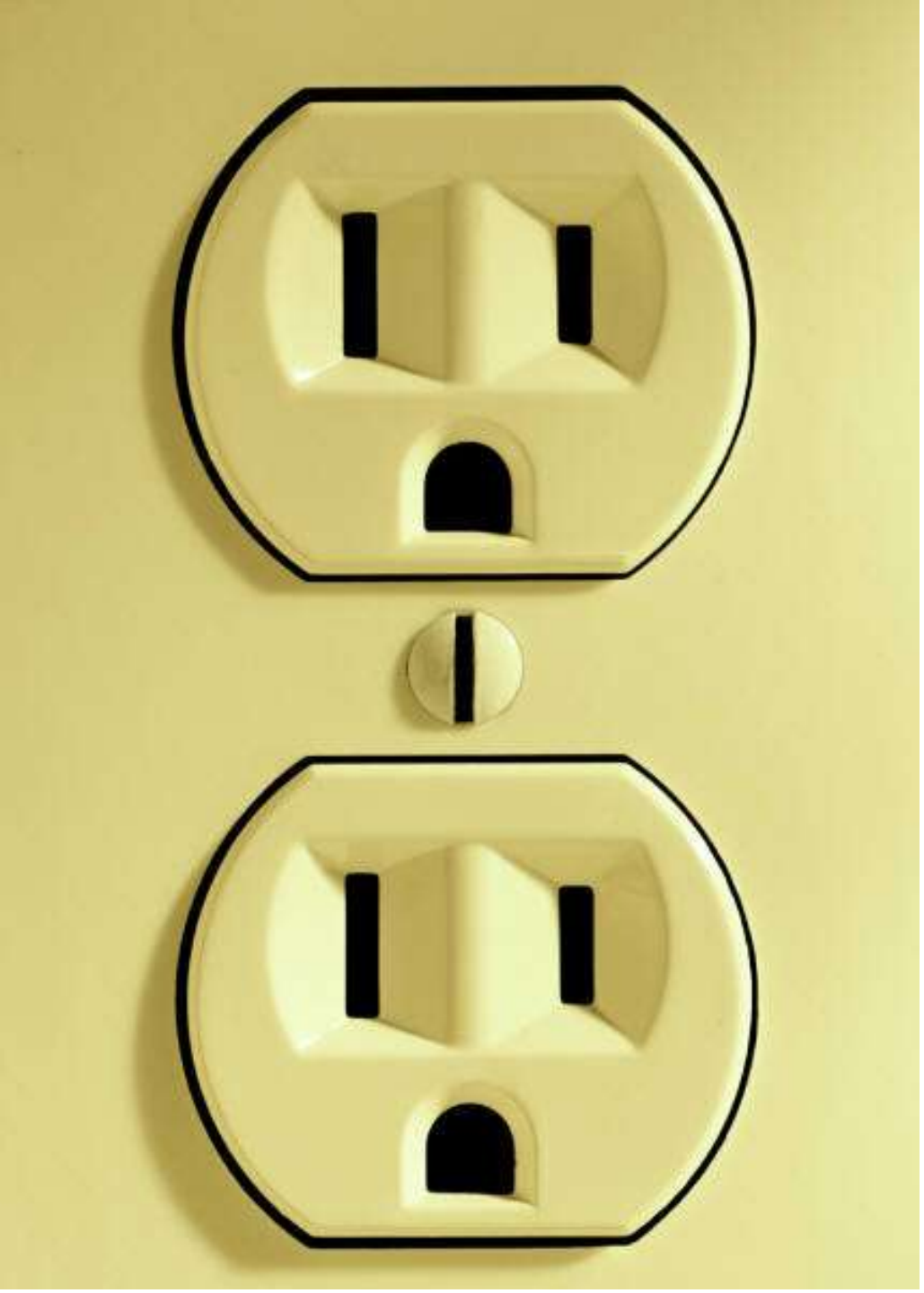
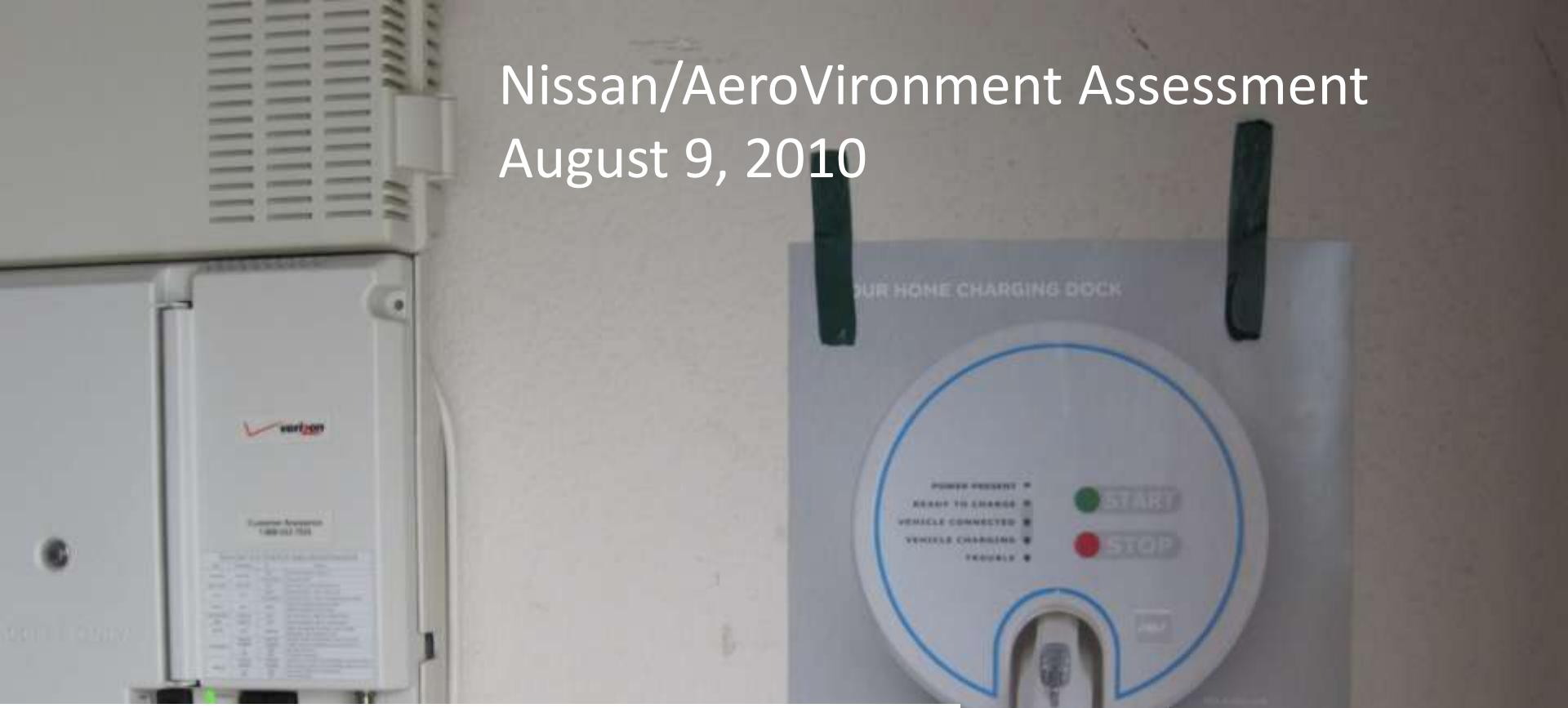


Plug-in Vehicle Infrastructure What's our Role?

Advisory Retreat
August 19, 2010

Plug-in Electric Vehicles in 2010-11

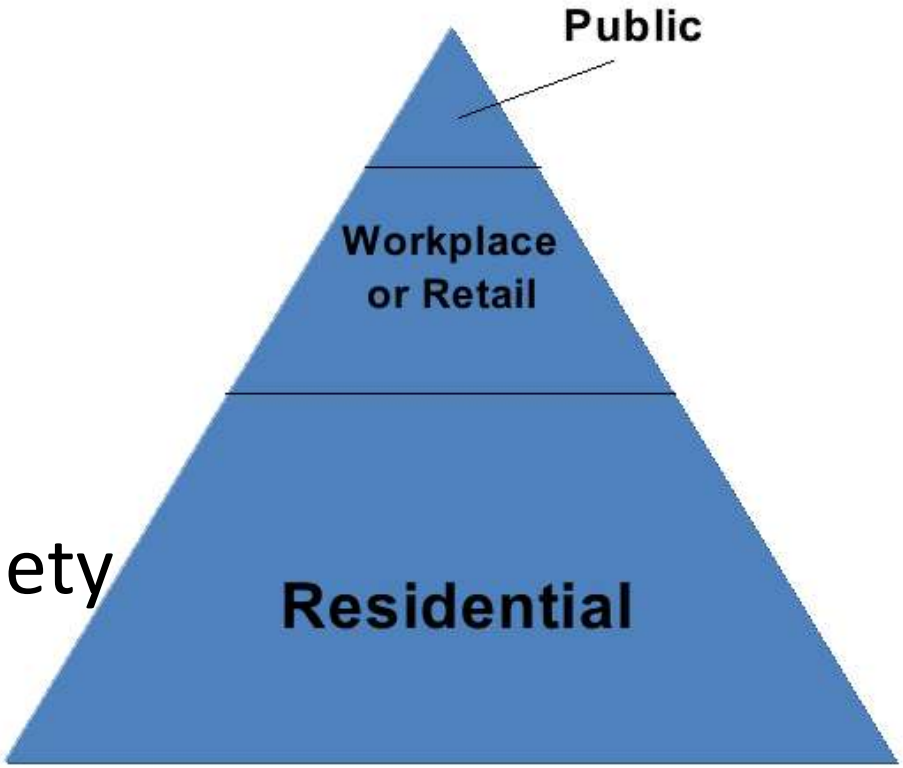
Nissan/AeroVironment Assessment
August 9, 2010



product/service description	line total
Installation Permit and Processing	220.00
Standard Installation	1,296.68
Charging Dock, Wall Mount 15' Cable	721.12
Shipping and Delivery	49.95
	2,287.75
	63.10
	2,350.85

Issues

- Vehicles are rolling out in December 2010
- Infrastructure needs (according to OEMs)
  - Residential
  - Fleet
  - Workplace
  - Public
- Public charging
  - Tonic for range anxiety
  - Peak charging



Public Infrastructure Trade-offs

Pros

- Combats range anxiety
- Increases market penetration
- Public benefit
- Supportive policy

Cons

- Potential for on-peak charging
- Uncertain payment strategy
- Overbuild

Current Incentives

- Incentives for vehicles
  - $2,500 – $7,500 federal tax credit (IRS Form 8936)
  - $5,000? buydown through Clean Vehicle Rebate
  - CA HOV lane access if ATPZEV or ZEV
- Incentives for infrastructure
  - $2,000 federal tax credit (IRS Form 8911)

Potential Projects

- Ready-Set-Charge!
  - Establish streamlined permitting templates
  - Reduce time to install EVSE
  - Deploy throughout basin
- Upgrade key public charge points
- Integration with renewables
- Development of local incentives (Rule 2202)
  - Other workplace incentives?
- Residential incentives?