

**Fox Valley Electric Auto Association  
PO Box 214  
Wheaton, IL 60187-0214**

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## **June 2011 FVEAA Newsletter**

**The FVEAA is a Not-For-Profit Illinois Corporation and the Chicago Area Chapter of The Electric Auto Association**

### **Next Meeting**

**Friday, June 17th, 2011 - 7:00PM (doors open at 6:30PM) at  
Packer Engineering, 1976 N Washington St, Naperville, IL 60563**

**Packer Engineering is the on East side of Washington St, just North of the I-88 Tollway (North of Diehl, South of Warrenville Rd). Turn off of Washington onto Bighorn at the Packer Engineering sign, then take the first right into Packer Engineering and then an immediate left. Park in the lot between the buildings. 1976 is the new building up the hill. Enter the building in the middle of the North side.**

### **Agenda**

- Call To Order
- Old Business
- Committee Reports
- New Business
- Intermission: Refreshments, Networking and EV Viewing.
- Program: Road Use taxes, EV licensing, and other fees for EV owners/drivers. We'll also discuss some possible pending legislation.

### **Green Fest**

*Rich Carroll*

Green Festival was a tremendous response by our club, in order to present FVEAA with the challenge of presenting information about electric vehicles to the public. Green Fest is an interesting amalgam of non-profits and businesses who have an interest or a product in the 'green' community. Green Fest brought together auto makers, environmental groups, community action groups, organic food purveyors, organic fashion producers. resources for

renewable energy, specialists in green careers, and much, much more. And, a local electric vehicle club, FVEAA.

Todd Dore was committee chairman and did a truly magnificent job of coordinating various interests within the club. We contracted for an oversized booth (3x the basic size.) We used a video loop, showing on a large screen rather constantly, but with the volume set to a comfortable level. We showcased our Porsche 944, a club car from three or four years ago.

The Porsche was cleaned and polished within an inch of looking absolutely better than new. Next to the Porsche (which uses a WarP motor) was a working display with a new WarP motor, WarP drive controller, contactors, and a drive pedal. Fully operative, fairgoers could rev the motor up, and hear the sound of electric propulsion. Thanks to NetGain Motors and NetGain Controls, the working model drew much interest, especially since it was right next to a similar motor in the Porsche. Rounding out the display was a J1772 charger, several display panels, a large map showing the proliferation of public charging station in the Chicago area, and several members who were actively inviting questions. Jerry "EV Jerry" Asher had been invited to speak separately from the FVEAA exhibit, although Jerry spent much of Sunday in the FVEAA booth. Jerry counted as many as nine, maroon shirted FVEAA members talking to separate small groups at one time. We had 300 square foot of display space, and used it all, and used it very effectively. We were able to expand our discussion area after our booth was reconfigured at the last minute to allow extra space nearby. It is impossible to say what the best part of the show was, as those near the map could talk about the charging stations being built around the area, those near the motor could show how to rev the motor up, and those near the video presentation had many different things to discuss.

Many vendors have found the way to a visitor's heart is to give away a memorable 'trinket,' sometimes a keychain or advertising pen. We felt we should give away something that would promote membership, and the best way to promote membership was to give a trial membership away for free. We passed out club business cards, labelled on the rear describing a free, three month trial membership. Hopefully, with three free newsletters by email, we can present to these prospective members a reason to join. We hope that they will see the FVEAA as a viable information source within the 'green community' and look to us for information. We'll try to keep the trial members up to date with legislative developments, charging station rollout, information about components, and comparisons of EV choices.

FVEAA certainly deserves a special 'thank you' to Todd Dore and James Zukowski. While there were dozens of folks who helped, both Todd and James were present at every part of the display, from setup to teardown. Notice the first 12 (!! ) pictures below, but they only convey a small portion of the FVEAA members who participated.

#### **President's Words**

*Rich Carroll*

What are 'road use' taxes? These are a series of revenue producing statutes that vary from state to state in both the method of implementation and amount of tax collected. These taxes were initially added as a means of funding the road repair and improvements. The thought was to tax the motorists who used the roads, and fund future improvements. As commonly seen, the Road Use taxes have escalated, and while it was intended that they reflect the actual use of the roads, this has strayed quite far from any fair method of taxing the users who cause the roads to need repair.

And each state is different. In most states, these taxes are based on two things, the amount of gasoline or diesel fuel used, and on the weight of the vehicle for trucks. There is a feeling that increased licensing fees for larger or heavier vehicles is a form of Road Use Tax, but these licensing fees have never been promoted as funding future road repair.

Licensing fees escalate in most states as the Gross Vehicle Weight (GVW) increases, and there is a tax per gallon on diesel fuel and on gasoline. Many of these taxes are calculated on a percentage of the sale of fuel, rather than a fixed amount per gallon. In states where these taxes are a percentage of the sale, increasing fuel prices have increased the revenue the state has collected from these taxes. In states where the road use taxes are a fixed amount per gallon, these states are seeing some decrease in road use taxes as vehicles become more fuel efficient.

If the road use taxes are based on fuel sales, either by dollars or by gallons, the EV's are not paying any significant road use taxes. Lawmakers in several states have noticed the disparity, and have moved to start to tax EV's. Washington State seems to be one of the first to try this. Washington State Senator Mary Margaret Haugen had introduced legislation in her state (SB 5251) to add an additional \$100 fee to electric vehicle registrations in that state, to help maintain roads. That isn't an out of bounds suggestion, as the gasoline vehicles in Washington state pay \$0.375 per gallon in road use taxes, so the annual payment would be \$100 when the gasoline vehicle reached 266 gallons. A similar bill died in the Washington State Senate last year, and it appears to have died again this year.

There was consideration in California to tax EV's based on use, using a complicated RFID system to monitor actual mileage. Several other states have legislators looking at the potential market for adding a tax to EV's to accomodate the lack of fuel determined 'road use' taxes.

Obviously, state government needs to set taxes (overall) to the place where they balance the state costs, and seem reasonably fair. Right now, there are many 'tax breaks' offered to lure new business, and this doesn't seem quite fair to the existing business. Taxes for EV's should be in line with taxes for diesel and gasoline vehicles, perhaps a few dollars cheaper as a means of promoting clean fuels. However, don't let someone tell you that EV's are not paying 'road use taxes.'

While the phrase still reflects the title of the law, the monies collected under 'road use taxes' are NOT ALLOCATED to road use, and do go into the State's General Fund. If someone tells you that the EV you are drivng isn't paying it's fair share of the cost of maintaining roads, neither are gasoline cars or diesel trucks. Gasoline or diesel vehicles are taxed, but the monies from the taxes are added to the general fund, just as 50% of everything spent on lottery tickets in the Illinois Lottery. Remember when the Illinois Lottery was promoted as helping education. The amount of actual lottery dollars allocated to education was almost unmeasurable. The same is true of 'road use taxes. When some person tells you it isn't fair that EV's don't pay road use taxes, ask them if they know how much the road use tax is, and where the money goes. We'll discuss this at the next meeting.

In other news, Governor Pat Quinn has announced that he has had a J1772 charging station installed in the Governor's mansion in Springfield. For those of you who don't know, Pat Quinn doesn't own or drive an electric (yet) but has driven several hybrid vehicles in the past. Pat has always made himself fairly available for folks to talk to, perhaps a possible discussion of EV's could result in an offering to stop by the mansion and discuss state legislation and directives while your EV charges. This charging station was put in by Carbon Day, as an encouragement to the governor's staff to make increased use of EV's. By the way, Carbon Day and Plug in Vehicle Solutions both deserve a pat on the back, as they are each promoting (and selling) charging stations for places that would not be covered by the CEVC rollout. Private stations, and corporate parking lots and many other locations are good potential places to install an EV charging staion, and both of these companies are very active in promoting the electric vehicle cause.

#### **Chicago Electric Vehicle Consortium**

*Rich Carroll*

The Chicago Electric Vehicle Consortium met on June 10, not for business, but to have a reception honoring Suzanne Malec-McKenna and Josh Milberg. Suzanne has been the Commissioner of the Department of the Environment for the City of Chicago, and Josh has been one of her valued staff members working on the Electric Vehicle Charging Station rollout. Both have been exceptionally hard working, considerate folks who wanted to work hard to ensure the best rollout of the EV charging stations in the City of Chicago. With the change in City administration, Suzanne and Josh will be moving on to new positions. I think it is very unfortunate that city government tends to replace really good people after an election, and I could only hope that a staff that is half as good comes into place. Certainly, the new staff will take some time to achieve the knowledge level that these two possess.

The reception was held in a downtown restaurant, and was attended by most of the committee members. Said Al-Hallaj, Co-founder and CEO of All Cell Technologies sponsored

the reception, and had members of his staff with him to answer questions. All Cell Technologies markets a PCM (phase change material) encased Lithium Ion battery for automotive, and cycle use.

The reception drew a very interesting mix of people from people working in the industry with power companies, auto manufacturers, rental car companies, finding NGO's, etc. I heard many details about French EV's and their build out from Georges Ucko, who is the director of Transportation - Infrastructure for UBIFRANCE, which is the French agency for international business development. UBIFRANCE functions as a portal the the French Embassy Trade Office. Georges related differences in the French laws, that allow their (somewhat) equivalent limited speed vehicles to be operated without licenses, and many of the city used EV's qualify for this set of regulations.

The large French vehicle manufacturers, Renault and Peugeot, already have a sizeable offering of EV's for transportaion in France, and have lots to contribute in existing technology development. Some of their approaches parallel those in the USA, some do not.

Late in the reception, Tim Mason and Mariana Gerzanych stopped by and instantly became surrounded by folks asking questions. Tim and Mariana are the prinicpals behind 350Green who has the contract for the EV charging stations through CEVC. I hope to have more information about this at our meeting.

## **Meeting Minutes - May 2011**

*Bruce Jones*

### FVEAA Meeting Notes - May 20, 2011 by Bruce Jones

Rich Carroll, President of the FVEAA, started the meeting at 7:00 p.m. and passed around the sign-in sheet. Those who traveled more than 10 miles to attend the meeting introduced themselves. We also had Jerry Asher visiting who represented the national Electric Auto Association, and he was on a journey to visit U.S. State Capitals to promote electric vehicles. Rich encouraged non-members to join.

#### CEVC NEWS

The Chicago Electric Vehicle Consortium was a group formed to help direct the city of Chicago with the lay out of electric vehicle charging stations in the Chicago area, and to develop incentives for the program. Chairman Dave Habiger recently talked with Rich and informed him that the CEVC had served its purpose. The consulting firm Roland Berger will take over at this point, handling administration of the program. To make the transition, Antonio Bennechi, a partner at Roland Berger, spent several months interviewing CEVC members and is now part of the transition team directing the charging station rollout. We were fortunate to have three FVEAA members who were all active on the committee and subcommittees.

#### COMMITTEE REPORTS

**FINANCIAL ASSISTANCE** – George Vergara described efforts to develop programs and generate revenue. Keith Baubkus mentioned that on May 24-25 Lake County College is looking for input on EV programs and that may be an opportunity for us.

**CHARGING INFRASTRUCTURE** – Todd Martin was not present.

**OUTREACH** – Rich Hirschberg was not present

**NEWSLETTER** - Keith Baubkus said the newsletter was out, although mailings were a little delayed

**FINANCE** – Todd Dore was not present

**ELECTRONIC COMMUNICATIONS** - No news

**MEMBERSHIP** - Ted Lowe said we have around 150 members and he might want to run the membership special a little longer.

**CALENDAR** – Several upcoming events were mentioned, including Homer Glenn earth day, Oak Park farmers market, Cantigny, Cary Illinois United Methodist church, the Green Drive Expo in Madison plug in parade to name a few.

Jerry Asher from the EAA mentioned the PHEV hybrid Toyota and green drive expo.com

**Update on Projects.** Rich announced he would periodically survey the status of projects within the club. He started by taking an informal survey of charge controllers among the

attendees, and counted over 40 project cars (electric vehicles) in various stages of completion. Rich plans to try to squeeze into meetings regular updates. Some of the projects are completed and running, some in the process of building, some in the planning stages. Rich's thought was that periodically presenting one component will prompt more members to see the diversity within the club, and direct their questions to the builders and planners. Questions such as, "Where can you purchase that piece?," or "Why did you choose that specification?," are encouraged. Such information would be helpful to those in the planning and building stages.

NEW BUSINESS - None  
OLD BUSINESS - None

Door Prize  
Everyone who came gets a ticket.

EV Video - Green Festival at McCormick Place  
Martin Belowicz, Jim Zukowski, and Dio Vesselinov showed the 5 minute video they had nicely assembled and showed at the Green Festival, and Jim showed photographs of the booth. What a great display guys! Excellent job.

EAA  
Jerry Asher, retired electric vehicle advocate spoke about the national electric auto association (EAA) and his trip to visit 48 capitals in a plug-in hybrid car. See [www.electrcauto.org](http://www.electrcauto.org). Our FVEAA has one of the largest local memberships in the country. There are a total of 12,000 national and local members and we should consider joining the EAA. Jerry then made several suggestions to the group including posting articles on the web, showing the new movie "Revenge of the Electric Car" and joining the national EAA.

BREAK  
We have Chuck Carrington's plug-in Prius, Ted's electric truck, George Gladic's Toyota EV, Dennis Doney's electric bike.  
Door prizes were handed out after the break.

MIKE COOP  
Special guest Mike Coop then gave an outstanding talk on "A Million PEVs by 2015? How Forthcoming Standards Get Us There." Mike grew up Joliet, worked in Silicon Valley, CA for many years and returned a few years ago to the Chicago area. He has a highly successful background in communications and technology and now chairs various workgroups like NIST network interoperability panels and Task force3 steering many of the standards that pertain to electric vehicles.

He covered a wide range of topics including grid integrated vehicle flow, distributed generation, net metering, demand response, sub-metering, Time Of Use (TOU) rates, future specifications and a variety of experiences in the new world of electric vehicles. He noted the J1772 does not currently support reverse power flow for Vehicle to Grid applications. He referred to the University of Delaware presentation on frequency regulation about an issue keeping the grid properly in phase with synchrophasers. Refer to Delaware Senate bill 153 and maintaining customer choice. The PHEV is the only electric source and sync as a consumer and generator and is mobile, which adds a whole new dimension to planning and infrastructure management.

Thanks to Mike Coop!

Jerry Asher concluded with a final few words on the EAA, and the meeting ended at 9:30 p.m.



FVEEA booth at the McCormick Place Green Festival, May 14 - 15, 2011



FVEEA booth at the May 14-15, 2011 Green Festival at McCormick Place



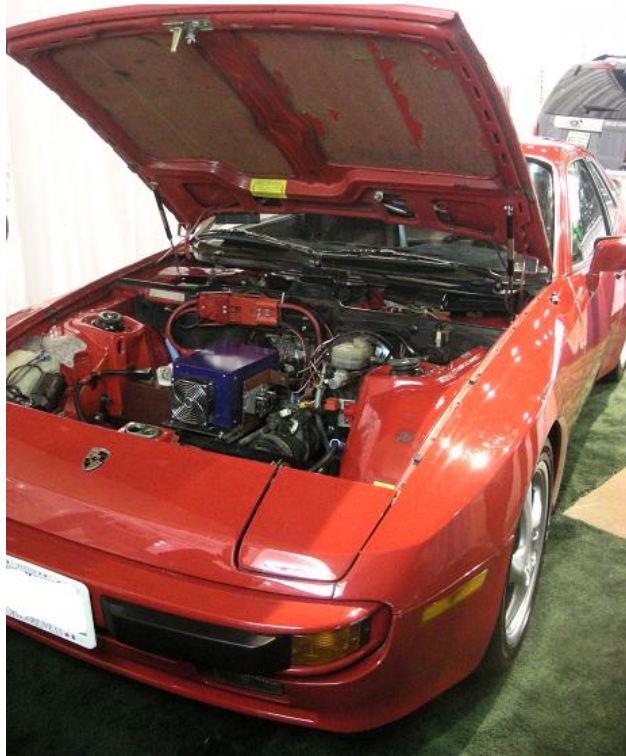
FVEEA booth looking good!

Just above the front bumper of the Porsche, you can see the 36 x 45 map of the Chicago Area, overlaid with red arrows indicating hundreds of local charging points. While this was at the back of the booth, it drew significant interest. To the left of the above photograph is the video display, running on a continuous loop. We even excelled at the small touches, like the flowers James added to the booth.

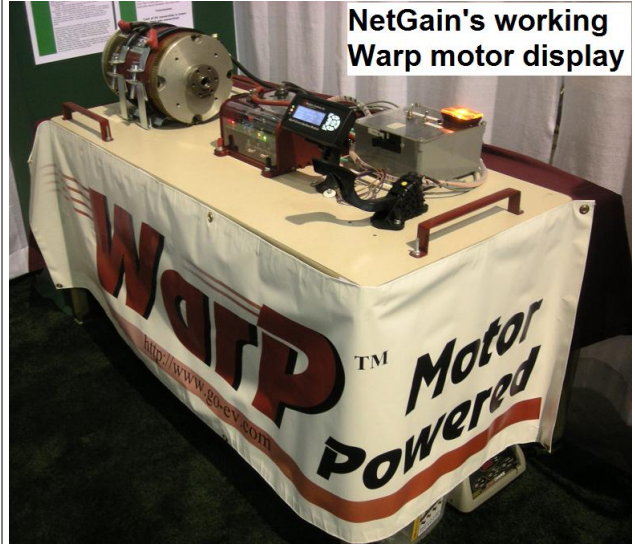


FVEEA booth looking good!

## Electrified Porsche 944



NetGain's working  
Warp motor display



Not only a fully functional electric vehicle motor and controller, but include a pedal for control, and a working WarP Information Module, to show internal and external voltages, amps, etc. The gray box contains contactors, fuses, etc, all out of the reach of show traffic fingers, guarded by clear plastic lid.



Standing: James Zukowski, Marty Belowicz, George Gladic, Gladic (George's daughter) Miodrag Zubic, Todd Dore, Chuck Carrington. Seated: Jerry "EVJerry" Asher.



Standing: James Zukowski, Marty Belowicz, George Gladic, Rich Carroll, Miodrag Zubic, Todd Dore, Chuck Carrington. Seated: Jerry "EVJerry" Asher.





WarP Motor and Controller working with accelerator pedal. The WarP Drive controller works well with a 12V+ control voltage, and can operate with a 24V+ battery pack or a 12V+ pack. We used a 24V pack for extra punch, and it lasted all weekend despite heavy use. The backup charger which you can just barely see under the table was not needed.



WarP Motor and Controller allowed show visitors to 'rev up' their future drive train. A very popular display. We were fortunate in having a working display that uses a motor like the one in the Porsche, so young enthusiasts could hear what the future motor sounds like. John Jeide and John Emde built the (?) portable display at Pioneer Conversions, and the panel that everything was mounted to was carried by the red handles. The motor, controller, and components weighed about 200 lbs. as a unit, and was designed to be simply set on a steel table.



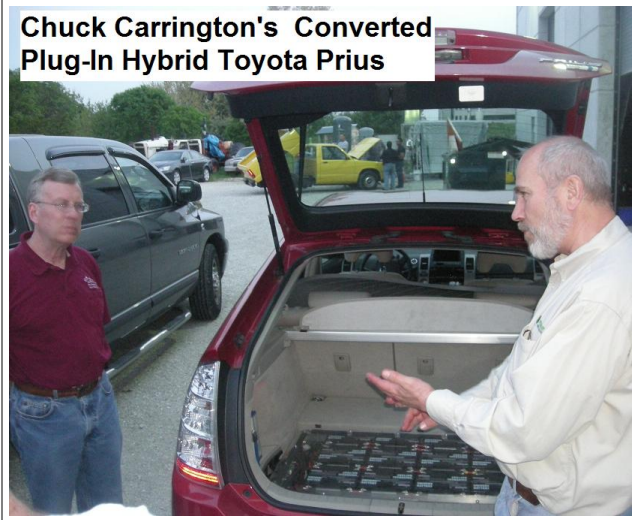
Jerry "EVJerry" Asher talks to FVEAA



"EVJerry" nicely presented the national EAA and it's programs.



Mike Coop, discusses current and upcoming Standards and how they affect electric vehicles.



**FVEAA Membership Application Form**

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, State Zipcode: \_\_\_\_\_  
Phone: \_\_\_\_\_ Phone Type: Home \_\_\_ Work \_\_\_ Cell \_\_\_  
Email: \_\_\_\_\_  
Please check one: New Member \_\_\_\_\_ Renewal \_\_\_\_\_  
How did you hear about the FVEAA ? \_\_\_\_\_

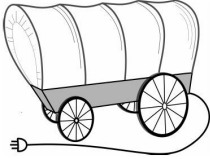
<b>Member Types and Annual Dues</b> (Please circle one)		<b>Newsletter Delivery Types</b> (Please circle one)	
Individual	\$15	No Newsletter	\$0
Family	\$20	Electronic Only	\$0
Business	\$100	Postal Mailed	\$15
Premier Business	\$250	Postal Mailed and Electronic	\$15
Charter Business	\$500		
Total Due from Both Columns:			

Please make your check payable to "FVEAA" and postal mail it with this membership application form to:

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