

To: Invited Participants of Drive Electric Pennsylvania Coalition Meeting
From: Yborra & Associates and Meister Consultants Group, A Cadmus Company
Date: June 11, 2018
Re: Summary Results from Drive Electric PA EV Coalition Meeting on June 4, 2018

Introduction

On June 4th, the Pennsylvania Department of Environmental Protection (DEP) convened members of the Drive Electric Pennsylvania (DEPA) Coalition – including representatives from policy and regulatory agencies, utilities, car manufacturers, and advocacy organizations, among others – as well as members of the public, for the final presentation of the Pennsylvania Electric Vehicle Roadmap. The goals of the meeting included:

- Report on the project background and progress made in the past year
- Present **the final roadmap strategies** and collect any final comments from DEPA
- Present **the final scenario modeling results** and collect any final comments from DEPA
- Discuss relevant updates from stakeholders and next steps for the Coalition

These meeting notes primarily describe the feedback provided by the Coalition on 1) the roadmap strategies and 2) the scenario modeling assumptions and results.

Roadmap Strategies

Kelly Blynn of Cadmus reviewed each of the roadmap strategies in detail, highlighting the key components of each strategy and the feedback incorporated from previous meetings. The strategies were presented in three sections based on their proposed timeline: near-term, medium-term, and long-term. After each section of strategies, Kelly paused for questions from the Coalition. Questions were not received for all strategies in the roadmap; those for which questions were asked are listed below.

Strategy #1: Statewide EV Sales Goal

One stakeholder noted that getting participation and support from car dealers may prove challenging, since dealers have not yet been engaged in conversations thus far with DEPA, and that dealers tend to be resistant towards sales goals, as there are costs associated with becoming a certified EV sales location.

Strategy #5: Dealer Outreach and Support Program

A stakeholder requested that this strategy include rural areas in addition to large MSAs in Pennsylvania. Another stakeholder suggested that Plug In America's "PlugStar" program be included as a potential pathway to implementation for this strategy, as the program is already in existence and can be leveraged within Pennsylvania. Another stakeholder added that this pathway would require an investment to implement.

Strategy #7: Statewide EVSE Network Planning, Investment, and Communications Strategy Program

There was one question from a stakeholder about EV signage in Pennsylvania. whether EV signage on highways will include small towns in Pennsylvania. A representative from PA DOT responded that, through the FAST ACT, federal funds are being used to implement signage onto approved corridors. Additionally, it was noted that this

strategy is intended to support local PA DOT signage.

Strategy #8: Residential and Commercial EV Rate Designs

One stakeholder mentioned that time-of-use rates are in the process of being approved by the PUC and may be implemented starting in January of 2019. Therefore, he suggested that this strategy could be “near-term”, though he added that implementation of rates for both residential and commercial end-uses may take longer than one year, so the current category may be appropriate.

Strategy #10: Workplace and Multifamily EVSE Education and Outreach Program

A stakeholder reminded the group that the Delaware Valley Regional Planning Commission (DVRPC) is working with UC Davis researchers to identify optimal EVSE charging locations. As such, he asked that DVRPC be included as a key collaborator for this strategy.

Strategy #11: Municipal Technical Assistance, Planning, and Grant Program

There was discussion between several stakeholders about the barriers that municipalities are experiencing in expanding adoption of EV and EVSE in their towns. One stakeholder questioned whether local municipalities are experiencing barrier to adopting EVs in their towns; another stakeholder from a municipal government responded that rural areas do not have as much available funding for programs as the large cities, therefore this grant program is important to helping small towns increase EV adoption. Furthermore, model ordinances are helpful for accelerating EV and EVSE adoption programs. It was requested that this challenge be expanded upon in the roadmap document. Another stakeholder asked that the roadmap not prioritize electric vehicles over walking, cycling, and taking public transportation.

Strategy #12: Explore Development of Innovative Financing for EVs/EVSE

One comment was made by a stakeholder who mentioned that this strategy might include a comment about the sustainability of funding from the reduced revenue from the gas tax.

Strategy #13: EV Ready Building Codes

One stakeholder asked a representative from the PUC if the roadmap could list the PUC as a key collaborator for this strategy. The representative requested that the PUC not be listed. Several stakeholders requested that “commercial and residential builders” and “code enforcement officials” be added to the list of key collaborators.

General Comments

Two additional comments were made that pertain to the entire roadmap, rather than just a specific strategy. First, one stakeholder asked that fuel cell electric vehicles be included in the strategies and roadmap, or at least addressed as a potential option for future alternative vehicle options. Second, another stakeholder suggested that plug-in hybrid electric vehicles should be a larger focus for marketing towards the “long-distance traveler”. Some discussion followed about whether that type of approach should be left to market demand and technological advancement instead. Another stakeholder mentioned that DCFC chargers are useful for long-range and local drivers, and the strategy should be written as such.

Scenario Modeling Results

Two key comments were made about the scenario modeling approach and results. First, one stakeholder stated that the EIA assumptions, though regarded as conservative estimates for EV adoption in the United States, are still too aggressive to be used for Pennsylvania’s “conservative” scenario. The Consulting Team reminded the stakeholder that the EIA data were used in way that has been adapted to the Pennsylvania market: the growth curves started at Pennsylvania’s current EV market penetration and market sales rates, but the rate of growth of the market over time was adopted from EIA. The group agreed that this disconnect between Pennsylvania trends and national trends will be made clear in the modeling results section of the roadmap. Second, another stakeholder asked that the report include the absolute benefits and costs from the benefit-cost analyses, rather than just the benefit-to-cost ratios.

Coalition Updates and Next Steps

The following topics were discussed by the Coalition following the lunch break:

- DEP official reviewed survey results about AFIG program and users’ perceptions;
- PECO updated group on progress of HB1446, noting that it has support in the House but has not yet begun to go through the Senate;
- PECO announced an education event (with DEPA session included) is set for Sept 21, 2018 at Memorial Hall in Fairmont Park, Philadelphia;
- DVRPC announced they have finally received the PA DOT vehicle registration data download and is importing these data into their maps (which we use in roadmap) as well as in their analysis of Philadelphia region EVSE deployment targeting;
- PUC mentioned that there will be a 45-day public comment period for the policy statement on third-party EV charging;
- Seedling, LLC mentioned that it is working with the Hydrogen Fuel Cell Association on revisions to HB 1446 to include Hydrogen;
- DEP reviewed basic outline of “municipal EV/EVSE program planning” primer and sought additional comment/feedback from DEPA members;
- DEP provided an update on VW settlement program expected timing and broadly summarizes intended guidelines of as-yet-released grant/rebate program (“Driving PA Forward”);
- DCNR announced the opening of a Level 2 destination charging location at Kinzua State Park;
- PA DEP and DOT staff commented on FAST ACT signage efforts and AFIG inclusion of funding specifically targeting FAST ACT corridors in PA;
- EPACT discussed their engagement with Electrify America;
- The DEPA Coalition concluded with some business discussions regarding how to move forward and organize around various initiatives of the Coalition. The idea of creating a temporary steering committee to hear and evaluate proposals was introduced. PECO offered to host a meeting in July/August for anyone within the DEPA Coalition who wants to participate in reviewing proposals. The results from that meeting could then be discussed at the next quarterly meeting (TBD).

APPENDIX A: LIST OF MEETING PARTICIPANTS

Adam Walters, PA DCED
Ammael Ahmed, DCNR
Andrew Blum, PennDOT
Bo Reiley, PA DEP
Britta Gross, General Motors
Carlos Garcia, PEC
Chuck O’Neill, City of Pittsburgh
Cynthia Maves, Nissan
Dan Nadash, Zeem Solutions
Dave Althoff, PA DEP
Dedrick Roper, ChargePoint
Ed Murphy, General Motors
Emily Wier, Greenlots
Erin Camp, MCG-Cadmus
Geoff Bristow, PA DEP
Hayley Book, PA PUC
James Blount, PA DEP
Janet Warnick, PA DEP
Jarod West, DCNR
Jessica Shirley, PA DEP
Joanne Tosti-Vasey, Bellefonte Borough
Jonathan Lutz, PA House of Representatives
Joshua Dziubek, PA DEP
Kelly Blynn, MCG-Cadmus
Kevin Miller, ChargePoint
Kevin Siedt, First Energy
Kirk Brown, REACH Strategies
Lindsay Baxter, Duquesne Light
Mark Hand, PA DEP
Matthew Goetz, Georgetown Climate Center
Michael Kirven, National Car Charging
Neil Veilleux, MCG-Cadmus
Noah Garcia, NRDC
Pam Frank, ChargEVC
Paula Devore, DCNR
Pete O’Connor, Plug In America
Rick Allan

Rick Price, PRCC
Rob Graff, DVRPC
Shari Shapiro, Uber
Shelby Linton-Keddie, Duquesne Light Co.
Stacey Noblet, ICF
Stephanie Gundling, KU Resources
Stephe Yborra, Y&A
Timothy Croushore, FirstEnergy
Tom Bonner, PECO
Tom Schuster, Sierra Club
Tony Bandiero, EP-ACT
Travis Andren, Seedling LLC
Travis Eckert, Charge Forward
Walt Dinda, PA DEP
William Agee, PPL