

## **Drive Electric PA Coalition**

### **October 17, 2018 - Meeting Notes**

#### ***Attendees:***

Mark Hand, DEP

Joe Sherrick, PUC

Allen Landis, DEP

Paul Kydd, Partnerships One

Rob Graff, DVRPC

Hayley Book, PUC

Shelby Linton-Keddie, Duquesne Light

Dennis Rowan, Rowan Energy Integration

Bridget Chadwick, Citizen

Noah Garcia, NRDC

Peter S. Puglionesi, Haverford EAC

James Blount, Hydrogen

Travis Andren, Seedling

Adam Beam, DVPC

Patrick Clark, City of Philadelphia

Matt Gregorits, First Energy

Mike Trzaska, PECO

Tom Bonner, PECO

Desiree Miller, PECO

Tony Bandiero, EP-ACT

Rick Price, Pittsburgh Region Clean Cities

Kevin Miller, ChargePoint

Dave Althoff, DEP

#### ***On the phone:***

Joanne Tosti-Vasey, Bellefonte

Paula Devore, DCNR

Joanne Bachmann, VEIC

Kevin Siedt, First Energy

Meghan Beringer, First Energy

Michele Somerday, First Energy

Tim Croushore, First Energy

Teresa Harrold, First Energy

Emily Wier, Greenlots

Sarah Olexsak, Duquesne Light

Britta Gross, GM

Geoff Bristow, DEP

Alissa Burger, PEC

Michael Kirven, National Car Charging

David Iaconangelo, EE News

Rick Allan, Pugliese Associates

Others?

***Discussion:***

Driving PA Forward Programs, PA EV Roadmap, AFIG rebates, FAST Act

designation discussions (Mark Hand, Dave Althoff)

- Driving PA Forward: Level 2 Charging Rebate Program is open for business. DEP held a webinar covering the program details. The recorded webinar will be available on the Driving PA Forward website. DEP has received a few applications already and expects the program will gain momentum overtime.
- Driving PA Forward: DC Fast Charging and Hydrogen Fueling Grant Program is also available. The program webinar is scheduled for October 25, 2018. First application due date is January 15, 2019.
- PA EV Roadmap: The roadmap is not yet published. DEP provided a handout of possible talking points. Members of the coalition suggested that DEP add items; such as, “vehicle cost” as a barrier, and certain clarifications on greenhouse gas emissions. A coalition member asked for the “summary/messages” to be circulated as a Word document, so that members could recommend edits. It was pointed out that summary messages ultimately must connect back to

information that is in the Roadmap, so while topics can be suggested, messages suggested which are not in the roadmap, shouldn't be included.

- AFIG Rebates: The rebate program funds about \$1 million in rebates each year. For the DEP fiscal year ending in June 2018, the rebates were down somewhat with 641 rebates and about \$850,000. DEP revised its program guidelines in August to raise the top cost of the vehicle to \$60,000 if it included a high-capacity battery, lease vehicles, low income, and one-time used vehicles. The early numbers (under the new program guidelines) appear to be about double the amount of rebates being issued in this current state fiscal year. A coalition member asked for rebate summary information to be sent out for review.
- FAST Act Designations: The Federal Highway Administration is accepting new applications for "signage ready" and "signage pending" alternative fuel corridors with an application due date of January 31, 2019. PA currently has designations for I-76, I-276, I-376, I-476, I-70, I-79, I-90, I-95, and I-80. DEP, PADOT, and Clean Cities will be seeking to nominate I78, I81, I83, I84, and U.S. 30 under this new application period. DEP's AFIG program has a FAST ACT specific solicitation which is being readied for release. This is in direct support to filling in the gaps and making corridors signage ready rather than signage pending,

#### Mid-Atlantic Electrification Forum highlights (Tom Bonner)

- The goal of the forum was to raise the visibility of EVs, with a high-quality event. The forum had 4 separate expert panel discussions and highlighting differing views. There were about 250 attendees and lots of different vehicle types (passenger cars, medium-heavy duty, and e-bikes). The forum included a heavy-duty sector panel discussion, as well.
- DEP announced the opening of the Driving PA Forward rebate and grant programs. PECO announced its offering of an additional rebate for EVSE being installed in PECO service territory.
- New partners and connections made with potential investment opportunities.
- If any of the coalition members would like the conference handouts or slides, they should contact Tom Bonner.
- The goal is to continue the Mid-Atlantic Forum annually- expanding its reach, and perhaps "brand" the name and logo moving forward. Potential for others to maybe host the event next year.

#### DEPA Coalition review of business platform + Scope of Work and vote

(Tony Bandiero + Business Committee)

- Mark Hand described that a "business subcommittee" formed and met over the summer. The business subcommittee was created based on recommendations in the previous quarterly meeting to work through a business strategy that may be suitable for members of the DEPA Coalition to support with funding, and to advance the strategies identified in the PA EV Roadmap. The business subcommittee worked with Clean cities and provided comments for scope of work development.
- Tony introduced the Scope of Work to the DEPA Coalition. The Clean Cities are a nonprofit and feel they are a good fit for these types of programs. It's already their mission to promote

alternative fuel vehicles in Pennsylvania, and they do this work already. Tony outlined elements of the proposal which include a membership dues component.

- A member said there was a lack of hydrogen vehicles represented in the proposal. There was a follow-on discussion about whether hydrogen should be included in the proposal at this time or wait until hydrogen vehicles are readily available in PA's market. Previous discussions have recognized that Hydrogen has a role as a part of an Electric/Alt fuel Transportation plan when ready and available but that action items to be pursued at this time do not include hydrogen due to lack of equipment availability infrastructure/vehicles to be used in PA. Additional members brought up that the focus at this time is residential EV's and as such Transit or Heavy Duty EV's are also not represented in the proposal.
- A member asked whether this proposal should be managed under another name, such as education and outreach, so it's clear that its working on specific elements of the larger DEPA Coalition mission. Another member thought it would be confusing to introduce another name and split-off parts and pieces off. This may cause additional confusion.
- There was a discussion about whether it's possible to "vote" on a proposal when our group has no by-laws or status to hold such a vote. There was also discussion if the coalition can just simply move forward without voting, and just allow the proposal to stand on its own merits. Businesses can decide if they want to participate or not participate based on the substance of the final scope of work.
- A member indicated that is difficult for entities like Boroughs and municipalities to participate in the fee structure. There should be perhaps a free participant category, identifying its benefits in the Coalition.
- A member asked if the proposal will be going above and beyond the existing mission of the Clean Cities, and how will it work when other alternative fuel members are looking for services from the Clean Cities.
- There was a discussion about how this could move forward. Can the proposal move forward as is? Does it need some revisions before advancing? Or should the proposal be declined, and another pathway pursued?
- A suggestion was made that Clean Cities develop bylaws. The interested participants would need to agree to the bylaws if selecting of Clean Cities. If/when that occurs then a business plan would need to be refined as a part of the funding solicitation.

#### Prioritizing the strategies of the EV Roadmap (All)

- Mark Hand opened a discussion on how we prioritize the strategies identified in the roadmap. Our roadmap consultants analyzed many different strategies, and through facilitation exercises with the DEPA Coalition- narrowed the strategies down to the 13 presented in the roadmap. How should we start to prioritize the strategies?
- A member suggested that we need to re-examine each strategy and identify who (which organizations) needs to actively participate in that strategy. We need to determine if we are currently empowered to pursue the strategy, if we need funding, or statutory authority is needed. The strategies could go through a legal review to help with this.
- A member suggested that an additional strategy (or component to a strategy) be added, which is to re-examine all EV technologies and provide annual updates/evaluation on technologies.

- Another member thought that state agencies should be pursuing fleet sales goals and adding EVs within the state. There was a discussion the DGS is doing this, but the conversation should be tabled because they were not in today's meeting.

#### Open floor to provide stakeholder updates (~5 minutes per person)

- Haverford EAC is holding a climate action event, which includes a ride and drive at Haverford College on November 4. Please contact Peter Puglionesi if you would like to participate in the event to support EVs.
- ChargePoint has entered into a "roaming" agreement with EV Box and FLO (Canadian EVSE network provider). This will help to address the network compatibility issues that have been expressed as a barrier to EVSE adoption.
- PECO has started a mass marketing campaign for EV drivers. Saw the first EV commercial on television. At this point, we are not sure what the marketing approach will be- more to come.
- Seedling discussed the deployment of a hydrogen work truck in California with a vehicle to grid solution.
- DVRPC discussed their ability to plot registered EVs and show at the census block level statewide. They will be able to perform analysis of EV charging locational demand based on modeled price points. This will be a useful tool for siting charging stations.
- Bellefonte is finalizing an application for the Level 2 EV charging rebate program. They will have 15 EVSEs in Center County.
- Duquesne Light discussed the National Drive Electric Week and good press coverage received for a recent Pittsburgh EV event. There is also a EV Taskforce in Pittsburgh that is beginning to look at curbside charging policies and publicly accessible charging.
- DCNR is establishing a network of EVSE in parks throughout PA. They are also purchasing EV motorcycles.

#### Overview of EV Challenges and opportunities in Philadelphia + Q&A

(Chris Puchalsky, Erik Johanson)

- Philadelphia has developed a transportation plan for the next 7 years (through 2025). The plan was created from the core values of safety, opportunity & access, sustainability, and health. From those values 5 goals were developed.
  - Zero traffic related deaths
  - Transit first
  - Great streets - Investing in well maintained streets (walkability, biking, neighborhoods)
  - Competitive city - Efficient transportation (manage congestion, curbsides, parking, etc.)
  - Efficient government (streamline projects, modernize asset management, clean fleets, etc.).
- The goals were developed through various data insights: safety compared with other cities; a growing congestion problem; public transit/walking/biking have the lowest carbon footprint; car transportation should be managed to respect other forms of transportation; racial inequalities in transportation must be measured and fixed intentionally.

- SEPTA is a big part of the Philadelphia transportation plan. SEPTA has about 1500 buses in its fleet (6<sup>th</sup> largest in the U.S.). They will have about 73 zero emission buses by the end of next year. SEPTA is working with Proterra to procure ten extended range buses and install the infrastructure. The extended range buses are heavier and creating issues that need addressed. The power demand for recharging a fleet of buses is very large and requires substation upgrades which are expensive. Charging the buses requires overhead charging, which is a new way to fuel up, and bring about new technical challenges.
- For complete electrification of the bus fleet, the power requirement would be on the order of 75MW available (spread over 10 locations). SEPTA will be working with Momentum Dynamics' technology to provide opportunity charging at specific bus stop locations in the routes to help minimize the charging needs at the depots.
- SEPTA feels that the future of zero emission buses will likely be some combination of battery electric vehicles and hydrogen vehicles. Adding battery electrics will continue to require more and more substation upgrades. Hydrogen stations are very expensive, but once installed the cost of deployment of additional hydrogen buses should go down.

2:00 pm Adjourn