

**CITY OF PHOENIX
ELECTRIC VEHICLE AD HOC COMMITTEE:
CITY FLEET AND CHARGING INFRASTRUCTURE SUBCOMMITTEE**



Summary Minutes from Tuesday, Feb. 15, 2022

Virtual Meeting – Via WebEx

Ad Hoc Committee Members (Present)

Councilwoman Ansari
Delbert Hawk
Kathy Knoop
Caryn Potter
Katherine Stainken

Committee Members (Absent)

City Staff Present

Karen Apple, Sustainability
David Benton, City Attorney's Office
Joe Bowar, Transit
Kimberly Brown, Aviation
Keith Carbajal, Public Works
John Chan, Convention Center
Scott Coughlin, Parks
Albert Crespo, Transit
Sarah Demory, Aviation
Joe Giudice, Public Works

Mark Hartman, Sustainability
Aaron Kane, District 7 Office
Willa Kaough, Mayor's Office
Karl Kaseoru, ITS
Gabriel Nevarez, Aviation
Karen Peters, City Manager's Office
Jesús Sapien, Transit
Ginger Spencer, City Manager's Office
Felissa Washington Smith, Public Works

Guests Present

Bernie Kotlier, EVITP

1. Call to Order/Roll Call

Councilwoman Ansari called the meeting to order at 5:07 p.m. and Karen Apple, the City's EV Program Manager performed the roll call.

2. Approval of Minutes – Jan. 18, 2022, Electric Vehicle Ad Hoc – City Fleet and Charging Infrastructure Subcommittee Meeting

Councilwoman Ansari requested a motion to adopt the minutes. Committee Member Hawk called for a first motion and Committee Member Knoop called for a second. Unanimous pass, motion carried.

3. News and Announcements

Councilwoman Ansari introduced Karen Apple, EV Program Manager, to discuss recent news in the EV world.

Ms. Apple first highlighted the Volkswagen Buzz which will be making its US debut in 2023. The Buzz will come in various versions including passenger, cargo, and

California camper. There have been increases in workplace charging installations. National Renewable Energy Laboratory (NREL) and the Department of Energy (DOE) report that between 4Q 2019 and 1Q 2021, 9,894 workplace chargers were installed in the US; 95% were Level 2 (L2) charging stations, 4% Level 1 (L1), and <1% Direct Current Fast Charging (DCFC or L3). Goodyear developed a new EV tire (ElectricDrive GT) which is an ultra-high-performance, all-season tire that reduces road noise. Starting in March 2022, France will require advertisements (#SeDéplacerMoinsPolluer or “moving without polluting”) to include features encouraging cycling, carpooling, walking, and transit use to reduce pollution. Penalties are up to \$56,622 for those who fail to feature these advertisements. Ford announces that they are doubling the production capacity of its F-150 to 150,000 per year by mid-2023. Last update, New York City is making EV investments, which include the goal to transition the municipal fleet to all-electric by 2035 (\$420M investment). This investment plan includes 184 Ford Mustang Mach-Es and 250 Tesla Model 3s for use in multiple city departments.

Committee Member Knoop added one additional announcement. Starting April 4, 2022, General Motors (GM) will resume the manufacturing of the Bolt and will be replacing batteries at the same time. GM has also increased the production of the Cadillac Lyriq and Silverado EV truck.

4. Zero or Low Carbon Bus Initiatives Overview

Mark Hartman, Chief Sustainability Officer, introduced Jesus Sapien, Director of Phoenix’s Transit Department, to provide an overview of the City’s zero or low carbon bus initiatives and related recent council actions.

Mr. Sapien started by highlighting the goals established for the transportation sector outlined within Phoenix’s Climate Action Plan; Goal TS2, to increase the use of low-carbon fuels (fuels other than gasoline and diesel), and Goal TS4, to reduce the percentage of single-occupant vehicle trips taken to 60% of all trips. The presentation shared is an updated version that was provided to the Transportation, Infrastructure and Planning Committee that occurred in December 2021, which includes council updates and approval. Some updates regarding Transit’s vehicle purchases include: the use of a cooperative agreement (interim stopgap) out of Washington State for newer-technology buses; authorization from City council to solicit a Green Transit Technology RFP (Spring 2022, \$150M approval); Federal Bipartisan grant support; and a joint Federal Transit Administration (FTA) application with Valley Metro submitted in Nov. 2021 (\$8.2M). Transit continues to research and test viable transit manufacturing options, including electric-hybrid and hydrogen propulsion. As a reminder, 85% of Phoenix buses are Federally funded and 15% are funded through Proposition 400 (Regional Transit Funding, County tax expires in 2025).

Mr. Sapien continues to discuss Transit’s efforts to test and pilot Battery-Electric Buses (BEB). The challenge currently is associated with range. Local testing shows 150-180 miles; therefore, these will be tested on shorter trips. Range improvements

should occur within the next 2-3 years and as this happens, longer routes can be tested. Other considerations are onboard equipment energy consumption (air conditioning during peak summer, for example) and charging options required to meet site-specific needs. This is a collective EV effort amongst other departments with large fleets, the private sector, and utilities because there is a need to upgrade the grid.

Councilwoman Ansari added that the Green Transit Technology RFP was unanimously supported by City Council.

Committee Member Knoop asked about the Federal grant program, from her understanding this grant funding goes to the state and the state would then distribute it. She would like this aspect clarified.

Mr. Sapien responded that it depends on where the funding comes from. The city is focused on FTA funding, which currently funds 25% of the current fleet. FTA funding will be distributed to the region as a whole and the Maricopa Association of Governments (MAG) and the other cities have a process for distributing this money. Since Phoenix is the largest service provider the hope is that money will be prioritized to Phoenix.

Committee Member Potter asked for more detail regarding the cooperative agreement discussed. These types of agreements can be extremely helpful when faced with supply chain issues.

Mr. Sapien elaborated that historically when Phoenix puts out an RFP for buses, they first discuss it with Valley Metro to ensure their feedback is considered. As for the Washington State cooperative, the plan is to utilize this for roughly one year while the city works on its own RFP. The RFP process can take up to a year. A cooperative is a useful tool in the interim.

5. Electric Vehicle Infrastructure Training Program - Update

Councilwoman Ansari introduced guest speaker, Bernie Kotlier, Co-Chair of the Electric Vehicle Infrastructure Training Program (EVITP) to provide updates.

Mr. Kotlier opened the floor for questions, as the amount of material he has will take more than the time allotted. This will allow him to prioritize the committee's main areas of interest.

Councilwoman Ansari started the discussion by asking for the best method to integrate EV training into the roadmap being developed by this committee.

Mr. Kotlier responded by discussing eligibility requirements for qualified electricians being key to a successful training program. In states without electrician-specific license requirements, 8,000 hours of on-the-job training is required (Arizona falls into this category). This helps provide consistency amongst the states with different

requirements. EVITP approved contractors must employ certified/licensed electricians. On Feb. 10, 2022, USDOT provided guidance which included language supporting EVITP or like programs to ensure safety and high-quality service delivery.

Committee Member Knoop asked how EVITP is communicating with the Arizona DOT or whoever is responsible for writing the plan to distribute funds to ensure these aspects are included in the program for the state of Arizona.

Mr. Kotlier responded that EVITP is not communicating directly with the states. If USDOT or USDOE was to issue a rule, the communication would come from them. EVITP is a non-profit volunteer-based collaborative made up of the auto industry. They are happy to provide information to anyone who reaches out to them, but they do not have a communications department to support actively reaching out to states.

Mr. Kotlier concluded by reminding the committee the importance of EVITP. Safety being the most critical aspect. EVITP protects people; people that are in and around these stations, people that work on them and maintain them, and the first responders when there are issues. EVITP reduces risks. He would like to point out an unbalanced public perception regarding battery fires. If you look at National Fire Protection Association (NFPA) statistics, there are 212,000 fires from internal combustion in gas- and diesel-powered vehicles. All fires should be treated the same from a safety perspective.

Committee Member Potter would like to reference back to the slide discussing EVITP requirements and locations in which these precedents were set. What brought forward these requirements for installers and all jobs that are within this industry? This may help establish policies for EV adoption moving forward.

Mr. Kotlier responded that most of these changes come up due to concerns around safety and batteries. When funding is approved and discussion happens around EV infrastructure, safety is always brought up, which is when EVITP is generally called to present.

Councilwoman Ansari thanked Mr. Kotlier for his time and then transitioned to Mr. Hartman to discuss the roadmap deliverables and timeline.

6. Draft EV Roadmap Deliverables and Timeline

Mr. Hartman first highlighted the general information packet that will be provided to the committee and council March 3, 2022. The summary roadmap proposal will be presented to Formal City Council on March 29, 2022. The Education and Outreach committee has been coming up with great ideas to engage with the community. A list of proposed outreach activities will be shared with this committee, with hopes that members can also help support these community engagements. A survey will also be distributed to gather widespread community input.

Committee Member Knoop would like to know whether this program will be promoted in the city services bill.

Mr. Hartman responded yes; we will be using various methods to distribute this information to ensure the receipt of widespread community feedback.

7. Public Comment

Councilwoman Ansari asked for public comment. No public comment.

8. Future Agenda Items

Councilwoman Ansari asked the committee whether there were additional items to add to future agendas.

No additional items.

9. Adjournment

Councilwoman Ansari adjourned the meeting at 6:10 p.m.

Next meeting is scheduled on Tuesday, March 15, 2022, at 5:00 p.m.