

**CITY OF PHOENIX
ELECTRIC VEHICLE AD HOC COMMITTEE:
PUBLIC, WORKPLACE, AND HOME CHARGING
INFRASTRUCTURE SUBCOMMITTEE**



Summary Minutes from Friday, February 18, 2022

Virtual Meeting – Via WebEx

Ad Hoc Committee Members (Present)

Autumn Johnson
Caryn Potter
Catherine O'Brien
Court Rich
Tim Sprague

Committee Members (Absent)

Omar Gonzales
Jason Smith

City Staff Present

Alan Stephenson, Planning & Development
Albert Crespo, Transit
David Uriarte, ITS
Felissa Washington Smith, Public Works
Gary Jacobsen, Aviation
Gary Lovgren, Aviation
Joe Bowar, Transit
Joe Giudice, Public Works
Karen Apple, Office of Sustainability

Karen Peters, City Manager's Office
Keith Carbajal, Public Works
Kimberly Brown, Aviation
Mark Hartman, Office of Sustainability
Sandra Hoffman, Planning & Development
Scott Coughlin, Parks
Stephen Dudley, Planning & Development
Willa Kaough, Mayor's Office

Guests Present

Melissa Martinez, SRP
Christine Fini, SRP

1. Call to Order/Roll Call

Karen Peters, Deputy City Manager called the meeting to order at 10:04 a.m. per Committee Chair's request and Karen Apple, the City's EV Program Manager performed the roll call.

2. Approval of Minutes – Jan. 21, 2022, Electric Vehicle Ad Hoc Committee: Public, Workplace and Home Charging Infrastructure Subcommittee Meeting

Ms. Peters requested a motion to adopt the minutes. Committee Member Rich called for a first motion and Committee Member Sprague called for a second. Unanimous pass, motion carried.

3. News and Announcements

Karen Apple, EV Program Manager provided an update of happenings within 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-E’s and 250 Tesla Model 3’s for use in multiple city departments.

Mark Hartman, Chief Sustainability Officer, added that the federal government has developed new guidelines around EV funding and infrastructure. Arizona Department of Transportation has identified a coordinator to support the distribution of this funding. Phoenix’s funding priority will be primarily rural communities.

Ms. Peters shared that the general information packet that is distributed to Mayor and City Council and the community was released last night, which provided the status of this Ad Hoc committee. This should help orient the City Council for when the final EV Roadmap is presented.

4. SRP Electric Distribution and Capacity Overview

Ms. Peters introduced Melissa Martinez and Christine Fini with SRP to discuss distribution planning support for future EV growth. Ms. Martinez began by stating that SRP has a 2035 goal to support the enablement of 500k EVs in SRP territory and to manage 90% of EV charging load through price plans, dispatchable load management, connected smart homes, behavior, and other emerging programs. Currently, SRP’s service territory supports 30,000 EVs and they anticipate this to increase as the years go on. Annually, they conduct a study to see how many EVs are impacting their system.

Ms. Fini, SRP’s Distributing Planning Engineer, continued to discuss major planning tools utilized to prepare the distribution grid for the influx in EVs highlighted in the 2035 goal. One area of improvement they are working on is their propensity models that use EV customer data over time to document where EVs are utilized currently and where they may be in the future. They also have a preferred siting model that uses proximity to major highways and areas with existing capacity as guidelines. Over the past few years, they have been using advanced data analytics to find and replace service transformers before they fail. Lastly, they are creating an EV

locational value map to help direct customers to locations that have existing distribution infrastructure capacity. For further support, SRP has customer construction services available that can help with the project scoping process. The earlier SRP is involved in this process, the more options will be available.

Mr. Hartman asked further about the propensity model mentioned, specific to the disconnect between the desire to adopt EVs and the availability of EVs.

Ms. Martinez commented that the propensity model aligns with the adoption model mentioned. This is in their roadmap and there are plans to expand.

Mr. Hartman commented that per discussions with multifamily developers, it has been suggested that developments can be EV future proofed. Specific to transformer capacity, there is a cost associated. What is the recommendation specific to future demands and development of EV infrastructure?

Committee Member O'Brien responded from an EV strategy standpoint; this is something that is being discussed internally. It is not something we are doing now, there are many implications, and they are balancing the needs of the customers. The entire rate base of all customers' needs to be considered.

Committee Member Sprague asked whether there is a place to view SRP incentives, both for single-family and commercial installation of EV charging stations.

Committee Member O'Brien responded that this information can be found at www.savewithsrpbiz.com. This website lists all the customer programs. Currently, SRP is offering \$1,500 for every level 2 charging port installed, up to a 50-port max per calendar year. There are also make-ready rebates and fleet assessment rebates. SRP is also offering developers that are doing new subdivisions a \$300 rebate per make-ready home that they install.

Ms. Peters asked whether SRP is talking with ADOT about the federal funding, as an example, there is guidance that says every 50 miles there needs to be DC chargers with at least four ports. If the utilities are not in the planning process, this could be counterproductive.

Committee Member O'Brien responded that SRP did reach out to ADOT to offer support. According to ADOT, they are trying to better understand the guidance received and the perimeters surrounding it. ADOT plans to involve all stakeholders to be involved in the statewide EV deployment plan.

Committee Member Potter highlighted another tool released by USDOT called Rule Electrical Mobility and Infrastructure. She is happy to send this document in part of the minutes, but it should help with the rural-urban divide and where planning should be focused.

Committee Member O'Brien commented that how funding is currently presented, will support charging infrastructure along designated highway corridors. She would like to know if funding can be used on byway corridors that go through these rural areas. Can ADOT recommend charging infrastructure along those corridors?

Committee Member Potter does not know the exact breakdown but will gather this information and will follow up with the committee. Byways are very important in connecting various cities.

Ms. Peters added that based on the guidance provided on Feb. 10, 2022, the state plan and each of the state plans need to prioritize a complete buildout of the alternative fuel corridors. This is the priority for these funds.

5. Draft EV Roadmap Deliverables and Timeline

Mr. Hartman first highlighted the general information packet that was released Feb. 17, 2022. The summary roadmap proposal and key framework will be presented to Formal City Council on March 29, 2022. Key components of the proposed roadmap include: Prioritizing Equity; Community Listening; Education and Outreach; Growing Public Charging Infrastructure; Leading by Example; Supporting Workplace EV Charging; and Institutionalizing Home and Multi-Family EV Charging. He requests that committee members review the draft document before the next formal meeting. Committee Member Potter likes the context and how the report is outlined. She asked whether there is a section about why the committee was formed and other information that supports the overall charge of the Ad Hoc Committee.

Mr. Hartman confirmed that this information is included in the report.

Committee Member Potter asked about the chart of summary recommendations for public charging infrastructure, specifically item one: add a base annual budget for installing 20 charging stations per year. She wants to know how 20 charging stations was determined.

Mr. Hartman commented that this number was derived by staff and aligns with funding availability. We need to establish a base budget around a minimum number. Over a 10-year period, this would be 200 charging stations on public property.

Committee Member Potter suggests maybe adding the wording "at least" in front of the number 20. She has other recommendations she will also provide offline.

Mr. Hartman continued to highlight key aspects that pertain to this subcommittee within the draft roadmap. He commented about the 2024 building code that typically comes out during the summer, and that it will likely not be published until early 2025. He would like input regarding the roadmap by early March 2022, including any statistics the committee deems appropriate. There will also be an outreach plan. A calendar is currently being drafted. The committee should see this outreach plan within the next couple of weeks.

Committee Member O'Brien and Potter need a little more time to review but believe that the framework is coming along. Ms. Potter would like to know if the committee members should be available for these outreach events.

Mr. Hartman responded that it would be good for the committee to be available for these community events, either as a listener or a lead.

Ms. Peters added if there is outreach happening outside of this plan if that information can also be shared.

Committee Member Sprague asked for a hard deadline for roadmap comments.

Ms. Peters requested comments be due on Feb. 28 or March 1, 2022.

6. Public Comment

Ms. Peters asked for public comment. No public comment.

7. Future Agenda Items

No additional items were requested.

8. Adjournment

Ms. Peters adjourned the meeting at 11:03 a.m.

Next meeting is scheduled Friday, March 18, 2022, 10:00 a.m.