

Clean Cities Meeting

February 5, 2020

9-12:30

Attendees:

- Jeffery Donovan- Christiana Care- Transportation
 - Jared Shelton, Chesapeake Utilities
 - Deanna Cucinello - DNREC
 - Anne Brown- DelDot Director of Maintenance and Operations
 - Athena Bi- SEU
 - Suzanne Sebastian-SEU
 - Mike Petito, Sharp Energy
 - Dave Detrick- Chesapeake Utilities
 - Kevin Yingling- DEC
 - David Zickafoose- Hilton Bus Service
 - Peggy Shultz
 - Lauren Irby- DEC
 - Amy Reardon- RideShare Delaware and DART
 - Ajo Rabemiariosa – DNREC
 - Rich Diver – Diver Chevrolet
 - Derrick- Roush Clean Tech
- Call In:
- Randi Novack-WILMAPCO
 - Bill Swiatek- WILMAPCO
 - Sherri Evans-Stanton- Sierra Club DE Chapter

Follow ups:

- Breanne sent a spreadsheet to members for Task 2.5 and the Clean Cities Annual report. Please respond to Breanne with this information.
- Breanne will send a doodle poll to schedule future meetings. (ON HOLD)
- Please review and update the stakeholder list and add colleagues that are new or should be included in the group.
- There will be follow-up discussions on school buses
- DATDA (DE Automobile & Trucks Dealers Assoc.)- Breanne will follow-up and try to get on the agenda of one of the DATDA meetings and ask how Clean Cities can partner.
- Ideas from strategic retreat (Jan 2018) are being reviewed but will be revisited at the next meeting
- Another item to discuss as a group is if there are concerns about loads and grid for the utility companies.

Introductions

Breanne Preisen was introduced as the new DE Clean Cities Coordinator. Breanne works in the DNREC Division of Climate, Coastal, & Energy and will be taking over the duties previously held by Kathy Harris. Nicole Rodi, a Planner with the Division, will also assist with some Clean Cities activities.

Coalition Updates and Reports

Breanne reviewed the 2020 Clean Cities grant and upcoming grant tasks. The 2019 Annual Report is due in March 16th. Bre sent out a spreadsheet for stakeholders to enclose information about alternative fuel infrastructure and vehicles in 2019. Additionally, there is a new report for alternative fuel station and vehicle cost. This station is past due and requires immediate action. Bre also emailed that spreadsheet

to stakeholders. Finally, DCCE has entered into agreement with Clean Cities for the year 2020 and will receive an additional 15K for the year to host meetings and create quarterly reports.

VW Settlement Update

Deanna Cuccinello, from the Division of Air Quality provided a presentation on the status of the VW Settlement funds. The state received 9.6 million dollars from the VW mitigation fund to implement NOx reduction mitigation measures. Phase 1 of funding is being used to replace old **state owned** school buses with alternative fuel and “clean diesel” buses. Phase 1 will continue to provide funds for replacement of traditional gasoline buses to cleaner options until the 2.2 million in funding runs out. Phase 2 funding through competitive RFP is being used to replace medium and heavy duty vehicles with cleaner fuel options. Funding in both Phase 1 and Phase 2 includes Diesel Emission Reduction Act (DERA) match.

The VW mitigation plan is currently being updated to include phase 3, which will cover costs of electric vehicle supply equipment. Phase 3 funds will be distributed through competitive RFP for DC fast charge EVSE only. The RFP will be out in the spring of 2020.

Discussion

A discussion about the potential replacement options followed the presentation. School buses are not required to be replaced with the cleanest fuel source possible and can be converted to “clean diesel” or propane. Many buses are not able to convert to propane due to lack of propane infrastructure. However, Sharp noted that they have 6 free propane fueling stations throughout the state to potentially address infrastructure needs. Infrastructure costs are not covered by the grant funding. There will be follow-up discussions on school buses and lack of incentives to purchase new alternative fuel buses.

There was also discussion about missed opportunities for EV charging specifically at multi-family and residential dwellings. The DCCE is working on new building codes that will encourage developers to build EV ready homes and workplaces. The Delaware Electric Co-op has also been speaking with developers in their territory (west of route 1) to prepare garages for level 2 EV charging. The DEC has a complimentary program with ChargePoint that allows them to access residential charging stations remotely and adjust at home charging around demand peak schedules.

New 2020 Rebates Infrastructure

The new EVSE rebate program for 2020 is a 1 year program, ending December 31, 2020. The revamped program no longer includes residential charging rebates for single family homes. The program includes a 75-90% rebate for multi-family dwelling, fleet, and commercial locations. Rebates do not cover the cost of installation.

New 2020 Vehicle Rebate

The new vehicle rebate program for 2020 is a 1 year program, ending December 31, 2020. The program lowered the rebate amount for EV and PHEV models and now institutes a purchase price cap of 60,000. It continues to include CNG and propane.

Recent Legal and policy decisions for EVSE

Susan Love reviewed several recent policy decisions in the state that impact electric vehicle charging:

The Public Service Commission recently ruled that owners and operators of Electric Vehicle Supply Equipment (e.g. charging stations) will not be regulated by the Commission as either Public Utilities or Electricity Suppliers. This decision provides regulatory certainty and eliminates potential costly regulatory barriers to deployment of charging infrastructure. The Order can be found on the Public Service Commission webpage under Docket 19-0377.

Last year, a bill was introduced that would allow state agencies to charge users of electric vehicle charging stations for the electricity used while charging at state owned stations. The bill ultimately failed. DNREC continues to work on a solution. The bill only applied to state agencies, which need specific approval from the legislature to charge customers for services.

Susan also provided a brief introduction to the Transportation and Climate Initiative's (TCI) cap-and-invest program proposal, now in development. Comments on the proposal are being accepted online until the end of February on the TCI website.

This year the DCCE is developing a Climate Action Plan (CAP) to comprehensively look at how the state can reach its GHG mitigation goals of 26 to 28 percent from 2005 levels by 2025. The transportation sector makes up a significant portion of the GHG emission pie, accounting for 35% of GHG emissions in the state. The CAP is a great opportunity for stakeholders of Clean Cities to highlight alternative fuels. There are 3 public engagement sessions that will entail active engagement with the public. Public workshops dates are:

Tuesday, March 3, CHEER Community Center, 20520 Sand Hill Road, Georgetown, DE 19947;

Wednesday, March 4, Wilmington Public Library, 10 East 10th Street, Wilmington, DE 19801;

Thursday, March 5, Delaware Technical Community College, Terry Campus, 100 Campus Drive, Dover, DE 19904.

Coalition member updates- round robin

DEC

- DEC launched a fleet charging infrastructure grant. The grant will be covering 100% of cost (up to 20K) of electricity upgrades (transformer, lines) to alleviate utility costs associated with EV charging infrastructure. The first grant will go to DART to add infrastructure to Lewes transportation center.
- The DEC values the revenue from EV charging but are encouraging people to charge smart during off peak charging. To address this concern, in January of 2019, they started a new program in partnership with ChargePoint that allows DEC to control costumer at home charging to avoid peak charging DEC offers a 200-dollar credit on bill their first bill with the charger and 5 dollars a month after that. Members who signed up for the program have controls to override the system if they want, but most members program their car or chargers to charge only overnight.
- The DEC territory is rural areas in Kent and Sussex counties lying outside of incorporated areas and route 1.
- It was suggested that DEC explore house batteries that hold charge from charging during the day from the solar or off peak to even out electricity demand.

Chesapeake Utilities

- They continue to see more and more use of CNG and their own fleet of CNG vehicles is growing; they currently have 7-F150s awaiting conversion.
- They are currently talking to Purdue about converting some refrigerated haulers into CNG as testers. Purdue and BioenergyDEVco are working together to make RNG full circle effect to process waste to make RNG (methane) for CNG vehicle use.

Christina Care

- They have 100 + vehicles in their fleet and struggle with having the infrastructure for the electric vehicles they already have. Due to this and low gas prices it is hard to justify converting their fleet.

Rideshare Delaware

- Their main goals are to reduce the amount of single occupant vehicles through a carpool matching service. They are currently working with DelDOT and DART on the i95 corridor construction.

Roush Clean Tech

- Helps transport 1 million kids to school through propane buses; 50% of Bluebird buses are Roush propane engines. Their focus is mainly on medium duty (class 4-7) propane conversions; however, they are working on fuel cell project with UPS and Canada.

DelDOT

- They are working on incorporating charging stations to master plans and updates to state DelDOT facilities.

SEU

- Is interested in working in the clean transportation sector. They accept pilot program applications and projects if you have something you have been trying to receive funding for.

Hilton Buses

They have a fleet of 105 buses in the Caesar Rodney, Appoquinimink, and Capital school districts that will all be transitioning to propane. They have been working with the SEU to install telematics technology and trackers into the buses to collect data and make recommendations to school districts about bus route optimization, traffic routes, and idle reduction policy.

League of Women Voters

- Encourages the Clean Cities group to look at land-use planning more in-depth. A new land use plan called a Complete Community is being prepared for Newport.

Sharp

- They are middlemen for the federal alternative fuel tax credit and will file for the credit on behalf of the customer. This allows them to give the tax credit up front to the customer instead of waiting for taxes. They offer \$1,000 in incentives for propane.

Next meeting - TBD