



**I-10 Arizona Alternative Fuels Corridor Deployment Plan (AFCDP)
Arizona Interstate / Infrastructure Collaborative (AIIC)
Advisory Group Meeting #1 of 4 (Webinar)**

Friday, March 27, 2020

Meeting Summary

Attendees:

Ed Stillings, Federal Highway Administration (FHWA)
Clemenc Ligocki, Arizona Dept of Transportation (ADOT)
Camilla Martins-Beket, Tucson Electric Power (TEP)
Carlos San Miguel, ChargePoint
David Bane, Sulphur Springs Valley Electric Coop (SSVEC)
David Clement, CNG Services
Davin Jader, ChargePoint
JD Wallace, Arizona Electric Power Coop (AEPCO)
Bill Sheaffer, Valley of the Sun Clean Cities Coalition (VSCCC)
Lisa Swedler, Trillium CNG
Stephanie McGreevy, Greenlots
Tony Bradley, AZ Trucking Assoc. (ATC)
Aaron Young, Electrify America
Don Covert, Southwest Gas (SWG)
Will Fielder, SWG
Thomas Sahhar, Arizona Department of Administration (ADOA)

Staff

Josh Pope
Paul Casertano
Jeanette DeRenne
Dustin Fitzpatrick
Jeff Hildebrand
Julie Jamarta
Tiki Lawson

Meeting began at 10:05 a.m.

All attendees introduced themselves and gave a brief summary of their positions and current involvement with this project and where they work.

Dustin Fitzpatrick gave some background on the grant and using corridors for alternative fuels currently and in the future. Ed Stillings gave an update on FHWA's previous 3 rounds and an update on the current round 4. Dustin added information on the 50-mile requirement between stations with five miles max off the highway and the FHWA standards with EV and CNG. Dustin Fitzpatrick spoke about the focus of the deployment plan and showed maps and discussed many of the proposed sites. He added that stations can be expanded in the future as demand increases. A final deployment plan would be ready by the end of the year to get these sites deployed to be EV and CNG ready for drivers.

By way of introduction, Dustin noted the GIS element of the project and presented slides by Josh Pope, PAG's Technical Services Administrator. The slides reveal mapping of future sites that will be available. This road map will allow better content of locations for Arizona Interstate ramps showing where the exits are. Additional content will be added such as electric transmission lines and infrastructure such as off ramps and partner facilities. All possibilities are being looked at such as a map of truck stops from 2015. Site suitability is being examined for key pieces of info for deployment put into a form or checklist.

Dustin Fitzpatrick spoke with the electric and natural gas utility representatives and began a discussion with the group regarding implementation of charge rates and other considerations. This gives insight into what has been done in the past and what is needed for this project. David Bane of SSVEC spoke about his experience with Tesla in Wilcox. He described the general service and large power commercial account options for EV charging station customers being based upon transformer size and involve kWh usage, demand charges and monthly minimums. He noted there are currently no special tariffs for EV charging and stated customer is responsible for infrastructure costs from the SSVEC line up to the meter and to the station under a 'growth pays for growth' model. JD Wallace noted his experience with AEPCO charging customers. David Bane noted that AEPCO is a wholesaler of electricity and provides 80% of electricity to SSVEC.

Camilla Martin noted that TEP is in the process of developing a commercial rate just for EVs. With Phase I of the Plan done, they are just now working on Phase 2 with APS although are still in the early phase. She noted an example of the Tesla station at La Encantada under a medium general service plan and relayed that EV charging station customers are responsible for infrastructure costs from the customer meter forward.

Don Covert (SW Gas) spoke about their commercial tariff for compression as well as tools which can be used to increase the number of stations. He added that tariffs could go into covering infrastructure for new sites as well, including line extensions and onsite customer compressor stations.

Dustin thanked everyone for their comments. He presented slides of various charging stations, noting travel plazas would be most productive for EV sites.

EV charging partners discussed the sites as well as looking into operation of stations and having potential site hosts brought into the picture. Carlos spoke about data on stations and ensuring good partnerships with national fuelers; sites not owned by ChargePoint. It was good to collaborate on these kinds of partnerships with site hosts and through NATSO. He conveyed that site hosts consider more than just ROI in evaluating model and look at other aspects such as increasing customer traffic.

Dustin Fitzpatrick asked if there was a way to reach out through the National Association of Truck Stop Owners (NATSO) to bring others to the table. In the future California, Nevada and Texas will all be connected.

Aaron Young said he was looking at properties and figuring out how to work with people owning these properties such as Walmart and national chains that can give right to site. He spoke about rent and maintenance being a hurdle, consideration for demand charges and fast charge fees, and the challenge of needing to go to the ground with individual site property owners in rural areas. He added he felt flexibility may be needed with the 50-mile distance between stations requirement on longer rural stretches of corridors.

Dustin Fitzpatrick brought up leasing the site from the property owners who should then be educated as most individuals are unfamiliar with the technology.

Stephanie spoke about fleets with routes that overlap and could take advantage of the chargers in determining site feasibility. She sees industry trending toward site ownership for franchisees.

Dustin Fitzpatrick noted Wilcox and San Simon would complete the corridor and advised that a plan is being created for deployment. What companies would install sites on these locations was discussed. He asked if it was known what company would install sites on these locations and whether costs and utilities were known to present to the owner. He added there may be federal funding opening up for this, as the current project does not provide funding for the infrastructure.

He added a framework was needed for sites and where and how they should be. There are different scenarios and options to get sites deployed in these locations. This topic as well as federal funding can be brought up in discussions at the May meeting.

Lisa and Dave took part in the CNG fueling partner discussion and spoke about CNG needs and tariffs. Lisa said the Benson locations and other site locations will be getting the corridor ready. There already exists a California to Tucson corridor so onward from Tucson to New Mexico is needed. She spoke about what the goal is in terms of leveraging real estate. It's been seen what the needs and requirements are in California. They own all of their real estate and so can see the rate of return from their investment. She spoke about how stations are built including cost and maintenance. The biggest hurdle is available funding options for specific locations, for example fifty percent of costs are grant funded to make a CNG lane next to a truck stop. A CNG lane can be added to replace the diesel lane. The fifty percent funding could get state funding as well. Lisa added that she is excited to build up the corridor from California to Arizona; it is good for the industry. Dave advised that school district and waste services are lacking in rural areas to provide fleet utilization, which Lisa also relayed as fleet base loads are important to secure a rate of return.

The matter of the CNG/EV signage issue with the MUTCD National Signage Standard was discussed, as well as the 2011 memo from FHWA for alt fuels. Clem spoke about the ADOT side, legislative changes and how to get signage on the freeway. Currently it's a matter of getting sites established and corridor ready for the next rounds and ready to cooperate. The state statute language includes gas but there could be a possible amendment to include gas language so that state law can be adjusted. Stationary signs shouldn't be pursued; there are apps and media who follow this but logo sign options could probably be pursued. The group spoke about funding challenges and pursuing matters as they develop along with the Clean Cities folks. Clem spoke about future funding discussions and noted there was other state and federal agency funding for this which were not specifically transportation related.

The group brought up the subject of charging companies and other funding options. Congestion Mitigation and Air Quality (CMAQ) money has been restricted to nonattainment areas. Dustin said he would look into the matter of battery storage regarding peak and non-peak hour issues. He asked the group if they had any Agenda requests for the next meeting.

Clem congratulated Don on his new position and wished Bill Sheaffer luck after leaving his Clean Cities position. He will be missed. Dustin said that in the interim, if anyone thinks of anything else, to send him their questions. He will send out a questionnaire to the group as the deployment plan moves ahead.

The meeting ended at 11:45 a.m.