



# Transportation Electrification Collaborative Working Group

April 14, 2022

# Meeting Purpose & Engagement

## TE Collaborative Working Group

**Purpose:** Discuss DLC's transportation electrification (TE) programs and ways we can engage with low income and disadvantaged communities. Today we will:

- Provide you with a summary of DLC's TE programs and initial ideas for low income and disadvantaged community engagement
- Have a robust discussion about areas and groups DLC should be engaged with on program recruitment

During our presentation, please feel free to ask questions by raising your hand or putting it in the chat. Please mute yourself if you are not speaking.



Select **Show reactions**  in the meeting controls at the upper-right area of the screen, and then choose **Raise your hand** . Everyone in the meeting will see that you've got your hand up.



# Safety Message

## Walking Near Roadways

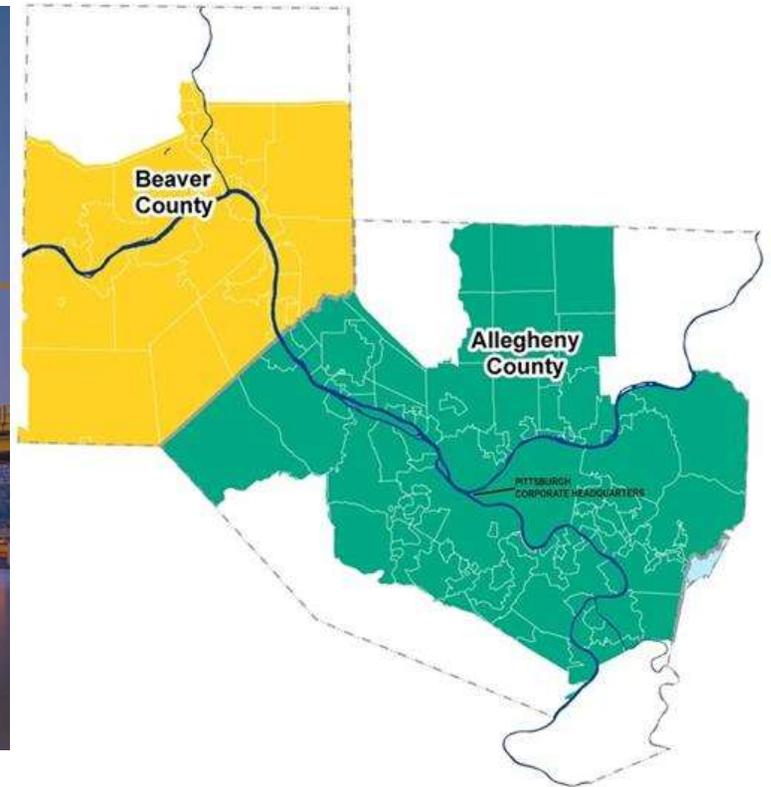
- Take an ID and cell phone in case of an emergency
- Always stay alert to your surroundings
- Stick to the sidewalks
  - If no sidewalks, walk alongside the road facing oncoming traffic
  - If there are guardrails, walk behind them if possible
- Use a flashlight and wear reflective material if walking in the early morning or late evening
- If roadways near you seem unsafe, consider walking at a local park, neighborhood with sidewalks, or shopping area



# Duquesne Light Powers the Pittsburgh Region

## Allegheny & Beaver Counties

- More than 609,000 residential & commercial customers
- 1,600 employees
- Maintain 45,000 miles of distribution & 690 miles of transmission lines and equipment



# Introduction to DLC's EV Team

aka Transportation Electrification Team

## What we do

We empower all our customers to experience the benefits of electric mobility.

## How we do it

We serve as a trusted partner, offering innovative products and services that optimize the use of our grid to advance the electric transportation market across our service territory.



**Sarah Oleksak**  
Senior Manager



**Emily Phan-Gruber**  
Associate Manager



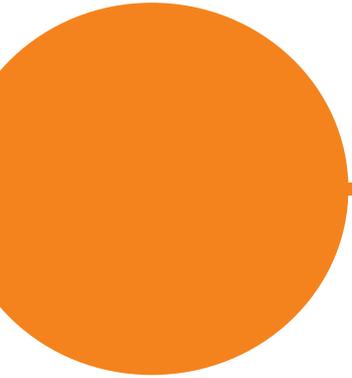
**Matt McDonald**  
Senior Associate



**Jessica Mooney**  
Project Developer

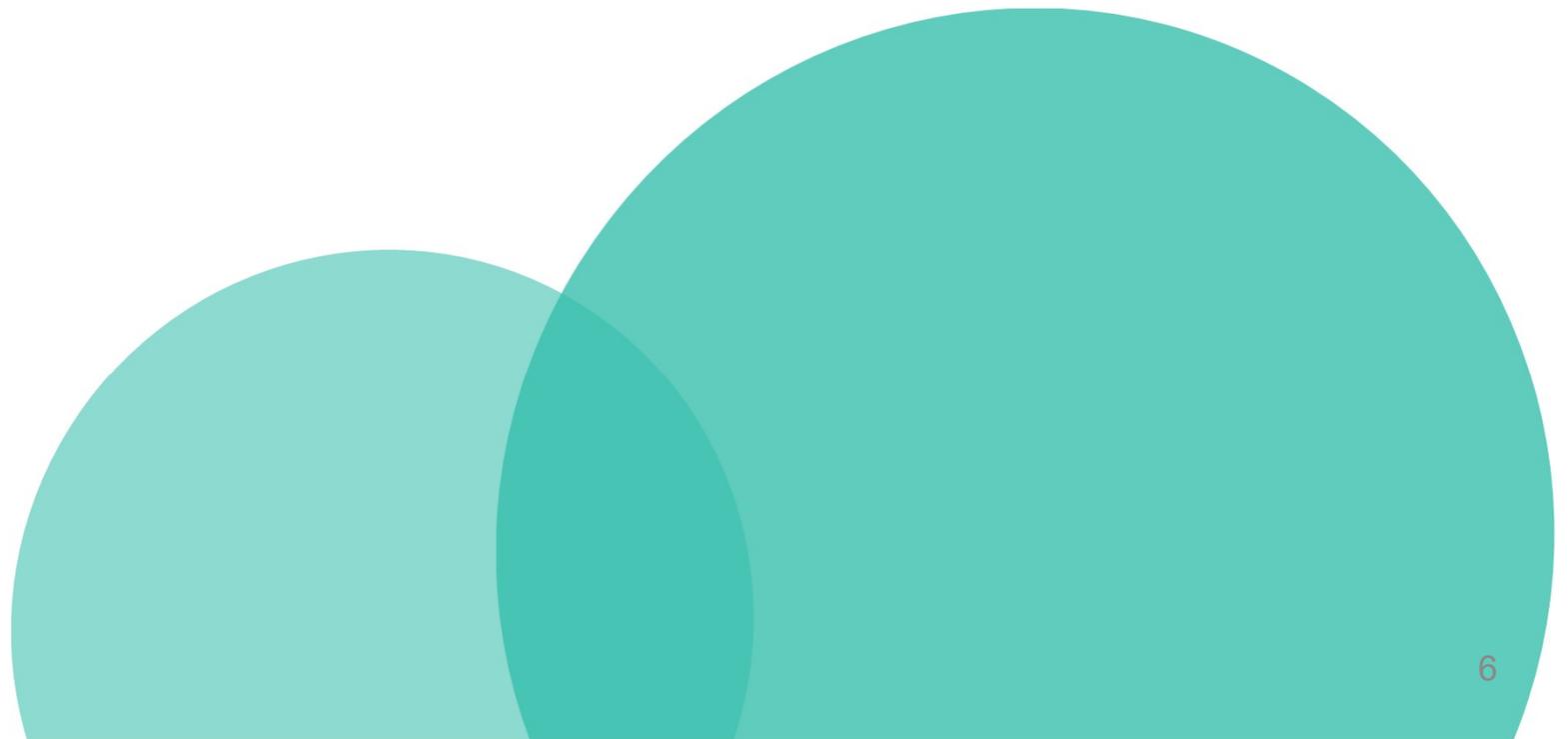


**Hannah Blinn**  
Project Developer



## Market & Program Overview

Poll Question: How much do you think annual EV sales increased from 2020 to 2021 in the DLC service territory?

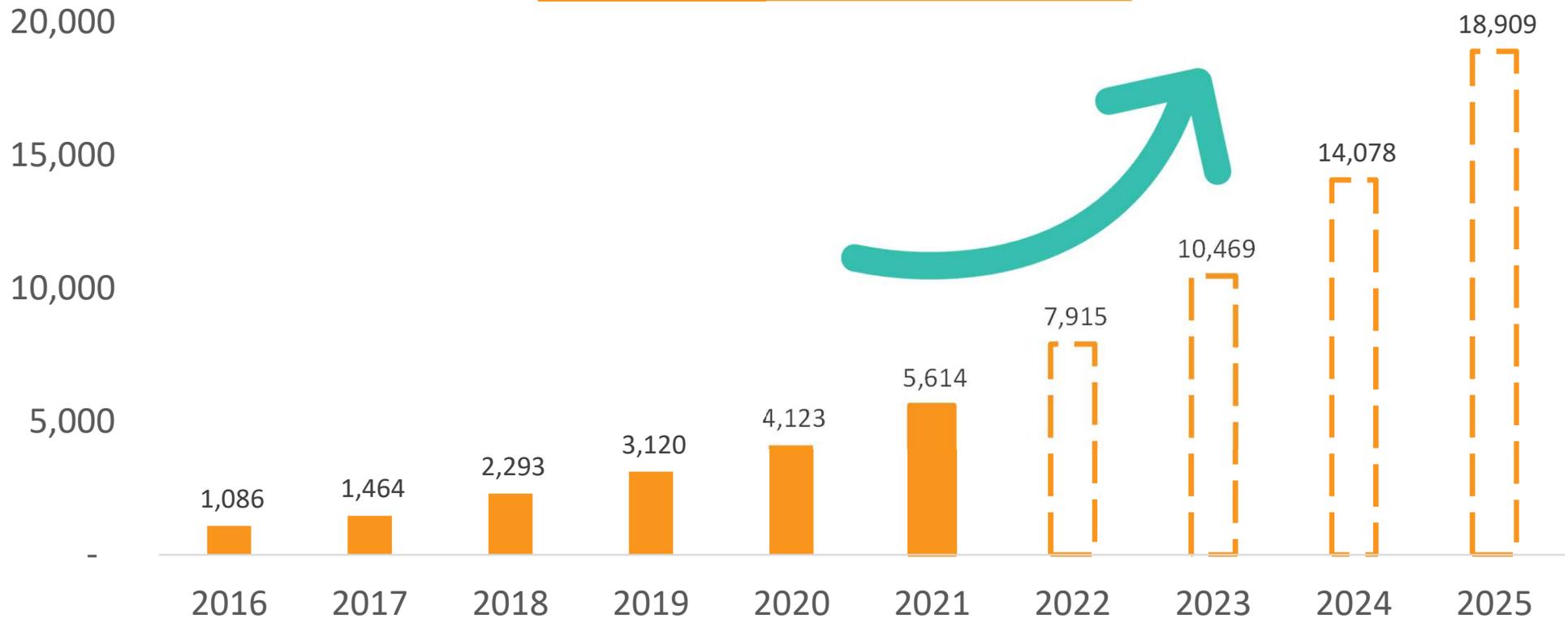


# Electric Vehicle Adoption is Rapidly Accelerating

Nearly 20,000 expected in Allegheny and Beaver Counties by 2025



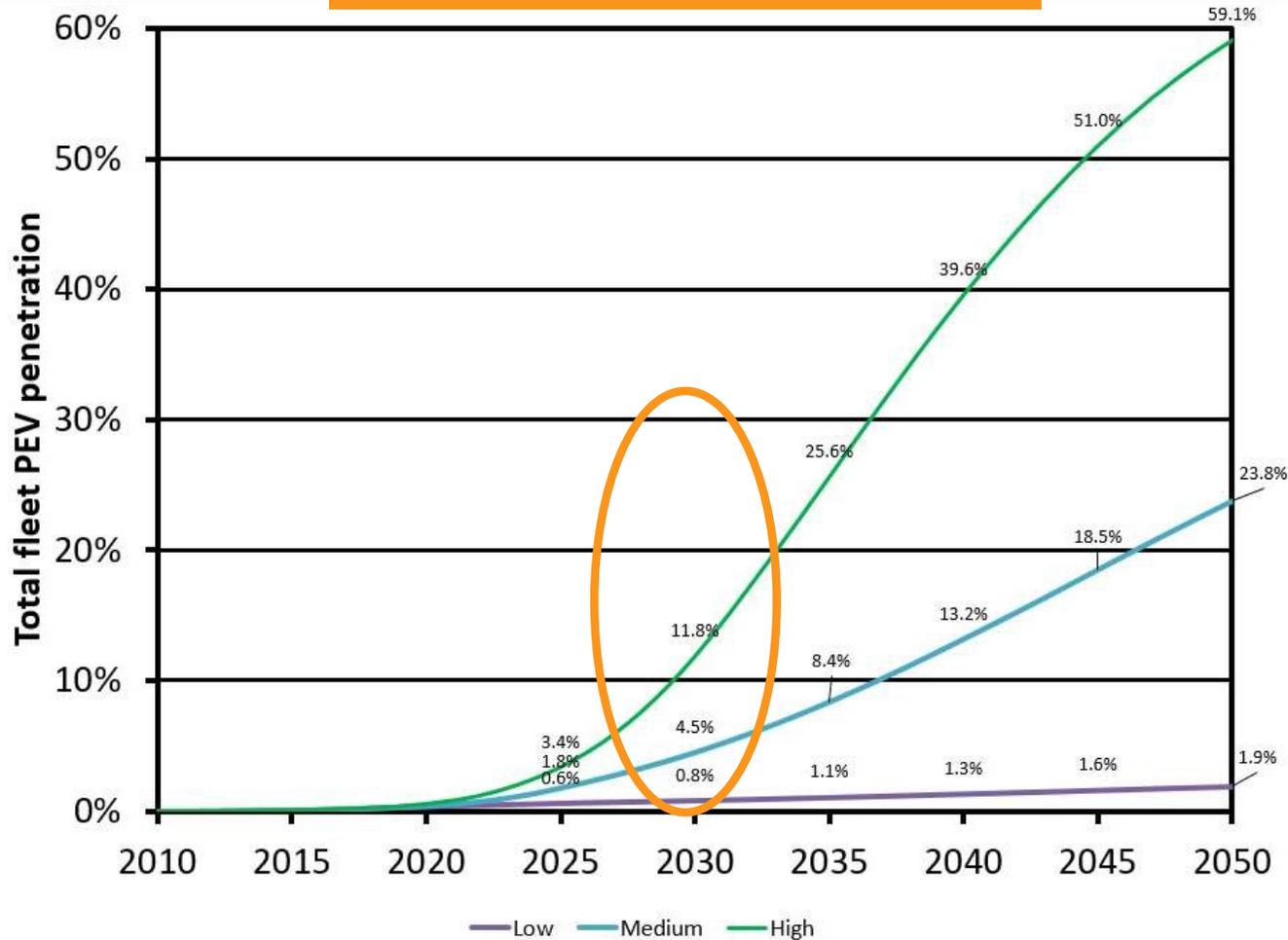
EV growth across DLC Territory



# Electric Vehicle Adoption is Rapidly Accelerating

Up to 12% of Light-Duty Vehicles in Operation will be Electric by 2030

EV growth across DLC Territory



# More Charging is Needed in the Pittsburgh Region

**Multi-Family**



**Retail**



**Office**



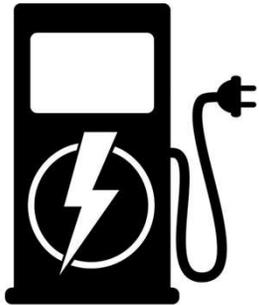
**Level 2**

Today	2025
390	2,150

**DC Fast**

Today	2025
60*	125

**Travel Corridors**



\*Most of the DCFC stations in the area are exclusive to Tesla vehicles

# DLC's Transportation Electrification Programs

## Overview



### Customer Portfolio

**Awareness,  
Education,  
& Engagement**

**EV Registration  
Incentive**

**Electric Fleet  
Advisory Service**



### Charging Infrastructure Portfolio

**Community  
Charging Pilot**

**Fleet Charging  
Pilot**

**Transit Charging  
Pilot**

# Awareness, Education, & Engagement

Helping customers explore electric mobility options and savings



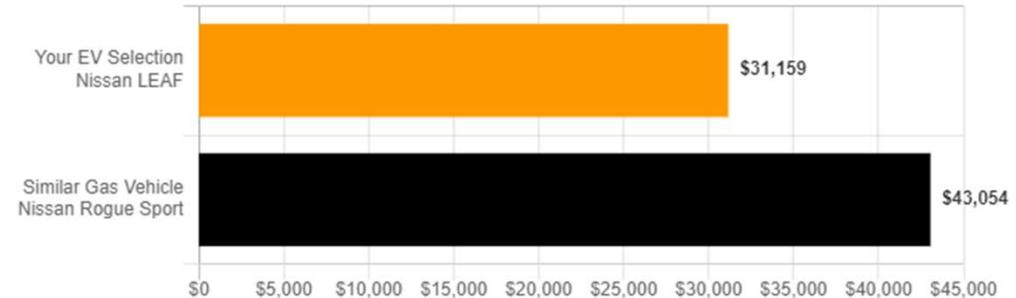
## Electric Vehicle Guide



Cash	Loan	Lease
AFTER INCENTIVES		
<b>\$19,100</b>		
MSRP	ESTIMATED INCENTIVES	
<b>\$27,400</b>	<b>\$8,300</b>	
<a href="#">All Costs &gt;</a>	<a href="#">All Incentives &gt;</a>	

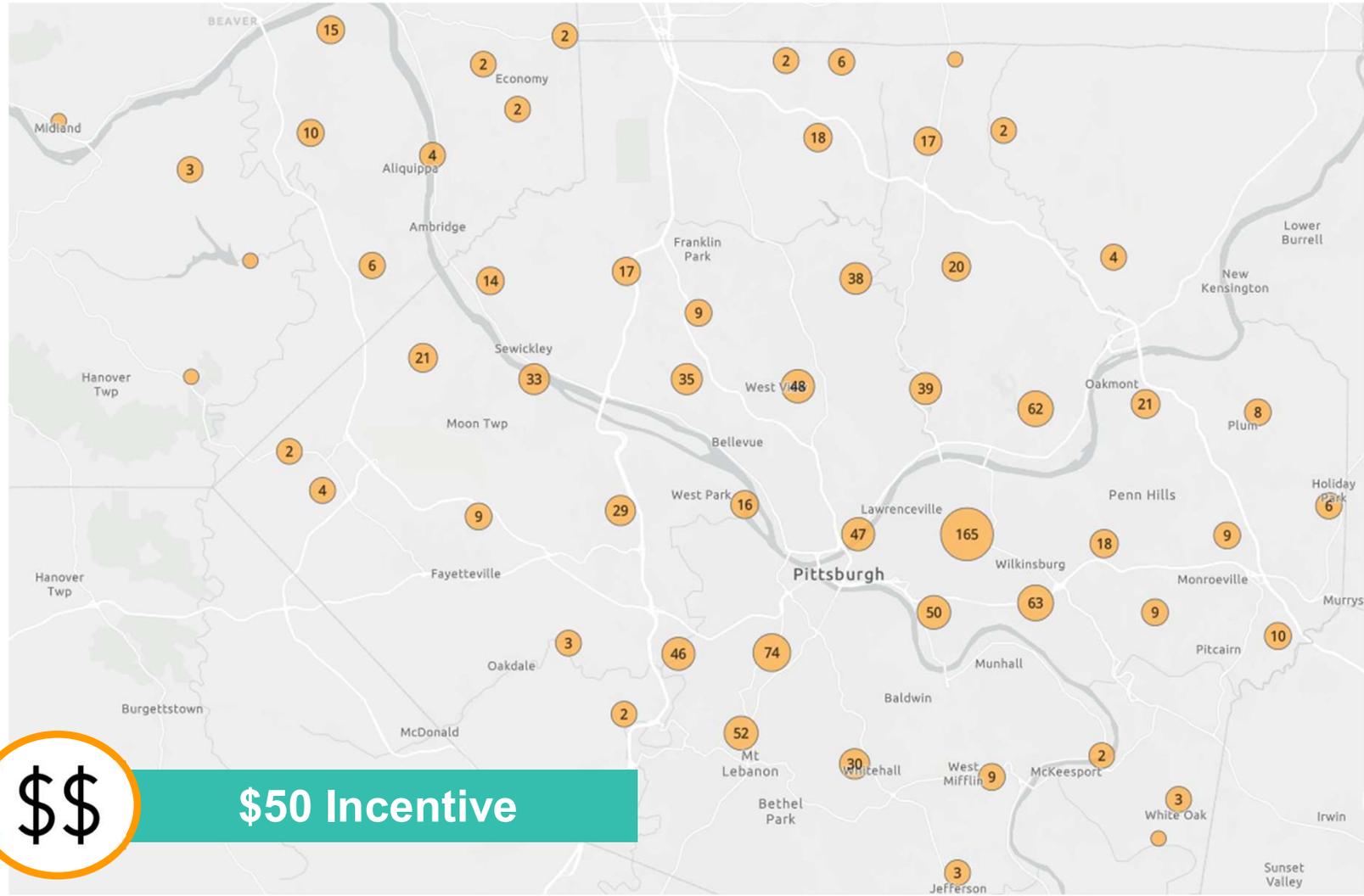
The Nissan LEAF is **\$11,895** cheaper to own over 7 Years

Why is the cost different?  SHOW COST BREAKDOWN



# EV Registration Incentive

Identifying EV Driving Customers for Engagement and Understanding EV Impact on the Grid



# Electric Fleet Advisory Service

Helping customers transition to cleaner, lower cost fleets



## Custom Roadmap

We work with customers to analyze their fleet data and provide a custom report, including:

- EV acquisition recommendations for up to 10-15 years
- Capital, O&M, and Total Cost of Ownership comparisons
- EV charging infrastructure requirements
- Available financial incentives
- Environmental impact analysis



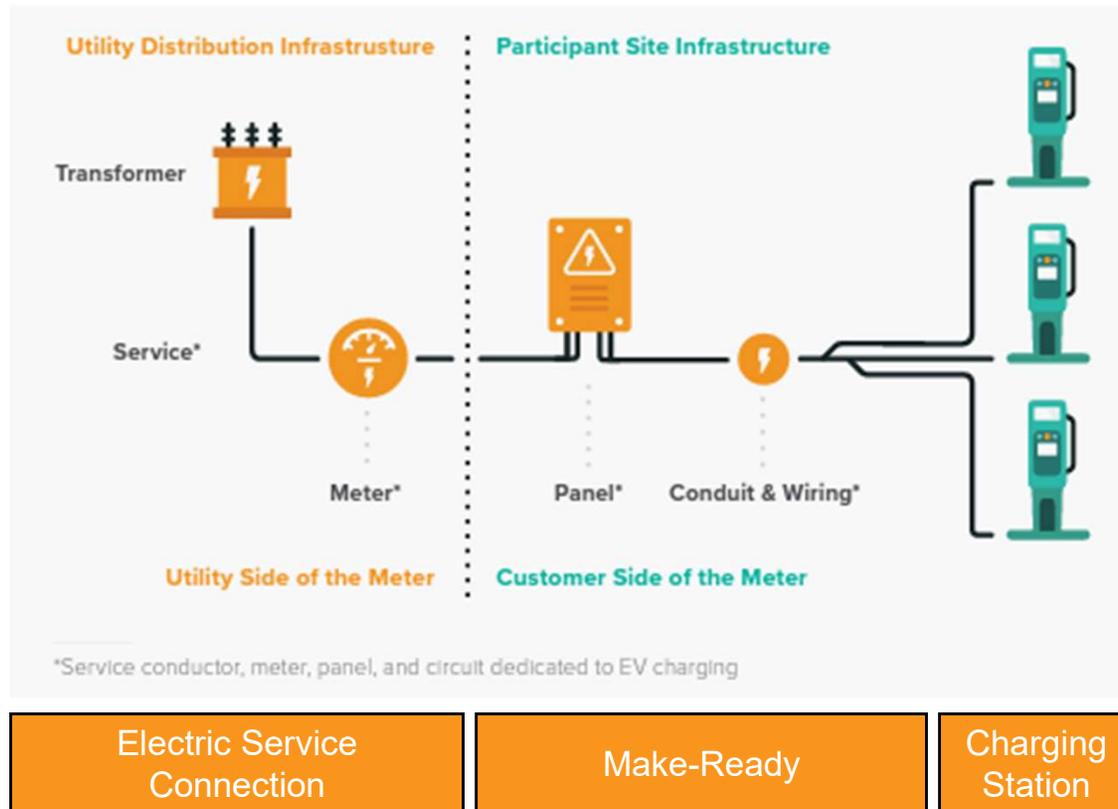
# Fleet Charging Pilot

Saving customers time and money on charging installations



## Planning & Project Assistance

- ✓ Provides customers with planning assistance
- ✓ DLC handles engineering, permitting, and construction of EV Charging “make-ready”
- ✓ Assists customers with applying for federal, state, and local incentives
- ✓ Provides customer with a rebate of up to 50% on the charging station cost



# Community Charging Pilot (Make-Ready Pilot)

Saving customers time and money on charging installations

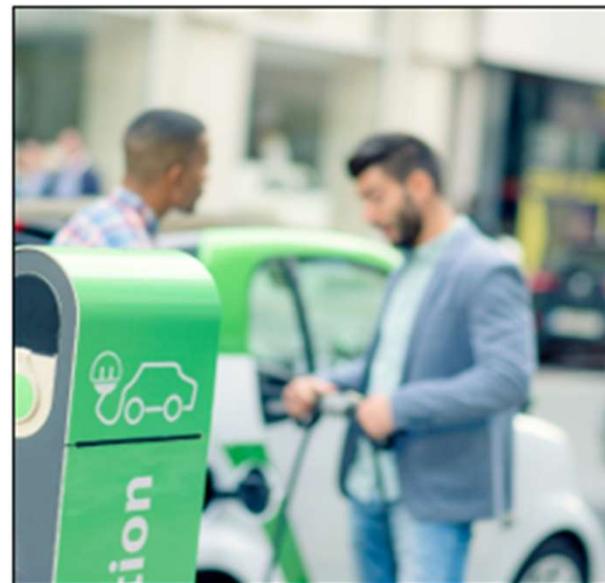


## Planning & Project Assistance

- ✓ Provides customers with planning assistance
- ✓ DLC handles engineering, permitting, and construction of EV Charging “make-ready”
- ✓ Assists customers with applying for federal, state, and local incentives

### Eligible Project Sites

<b>Public</b>	Parking lots and garages open to the public.
<b>Workplaces</b>	Areas dedicated to employee parking.
<b>Multi-Family Properties</b>	Parking open to all residents of an apartment building, condo building, etc.



Additional assistance and rebates available to sites in Environmental Justice Areas serving disadvantaged communities.

# Transit Charging Pilot

Increasing access to electric mobility



## Electric Transit Buses

- Partnered with Port Authority of Allegheny County to install make-ready and provide a rebate for six DC fast charging stations for new electric buses



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## Discussion Topics

**Poll Question:** Where do you think additional Level 2 EV Charging will see the greatest use?

# Equitable Apportionment

## Charging Infrastructure Programs

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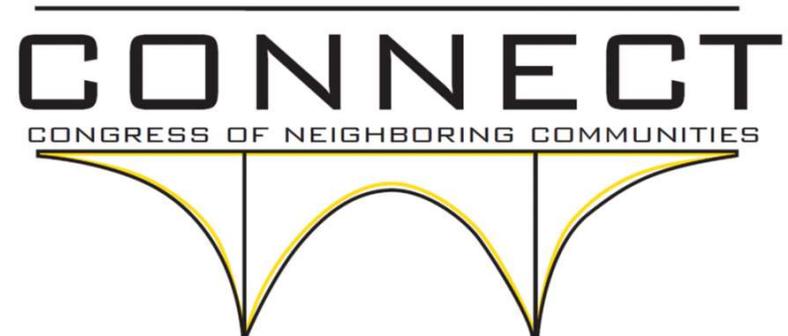
DLC will consider the equitable apportionment of its programs across several factors, such as:

- ✓ Sites in low-income and disadvantaged communities vs. non-disadvantaged communities
- ✓ Sites in Allegheny County vs. Beaver County
- ✓ Sites within the City of Pittsburgh vs. outside of the City of Pittsburgh
- ✓ Sites by use-case (public, workplace, multi-family)

# Serving Disadvantaged Communities

## Best Practices for Engaging Low Income and Disadvantaged Communities

- Reduced project barriers:
  - Fewer permits required
  - Rebate of up to \$5,000
  - Specialized project assistance
- Cross-promoting with Energy Efficiency Programs
- Engaging with community-based organizations and other nonprofits



### Discussion:

**What are some best practices you've used to listen to and engage with low-income and disadvantaged communities?**

**What is a community-based organization you've worked with to successfully reach disadvantaged and low-income communities?**

# Approach to Equitable Program Apportionment

## Across the DLC Service Territory

- Lack of charging infrastructure, especially in rural areas, results in range anxiety and lower EV adoption; however, these residents could have the greatest savings
- Identifying areas in suburban and rural locations with limited or no charging
- Engaging with local officials and non-profit organizations to connect with potential customers
- Align with PennDOT's "EV Equity Guiding Principles"



### Discussion:

**How would you recommend DLC engage with rural and suburban communities to better understand their charging needs?**

**Are there certain barriers faced by rural and suburban communities we should take into consideration?**

# Attracting IJA Funding to Pittsburgh Region

## For Vehicle Electrification & Charging Projects

### Key Charging Infrastructure Funding

- **National Electric Vehicle Infrastructure (NEVI) Formula Program (\$5bn)** – funding to states to build out a reliable and interconnected national DC Fast Charging (DCFC) network.
- **NEVI Grant Program (\$2.5bn)** – composed of a Corridor and Community Charging Grant Programs. Focus on rural and disadvantaged communities.
- **Clean School Bus Program (\$5bn) and Grants for Buses and Bus Facilities (\$5.25bn)** – funding for bus electrification and charging



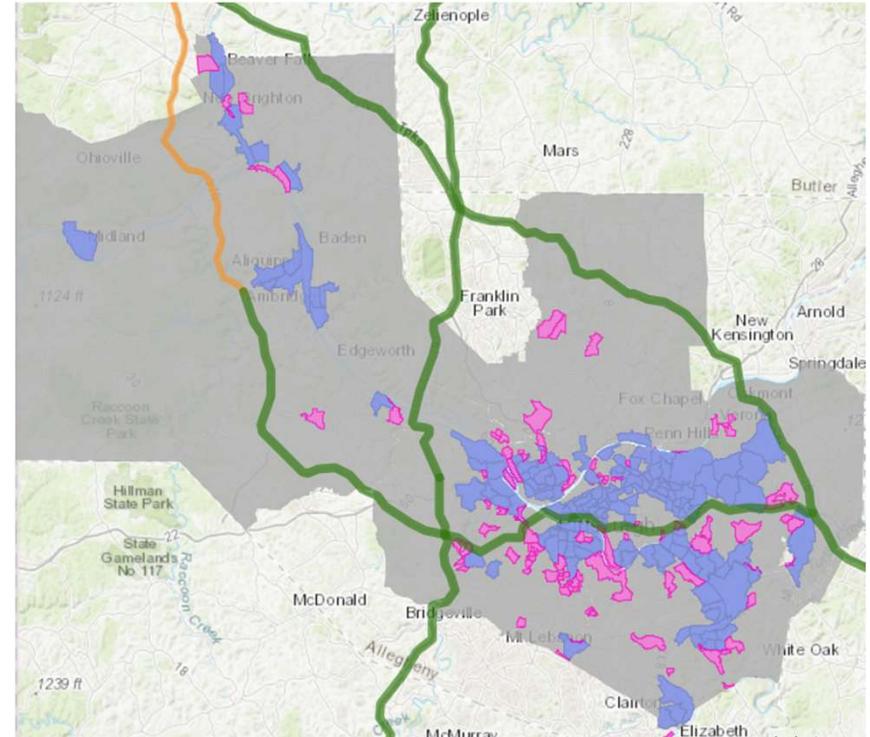
- ✓ Supporting PA as they develop state-specific guidance
- ✓ Educating our customers on the availability of funding
- ✓ Being a trusted partner as customers develop projects

# NEVI Formula Funding

\$25M per year 2022-2026; approx. \$117M to PA total

## Federal Guidance to States

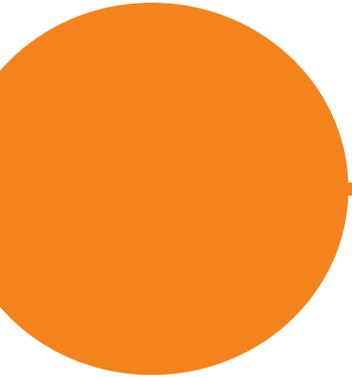
- Targeted to designated Alternative Fuel Highway Corridors (green/yellow on map)
- NEVI funds will support corridor DCFC located within 1 mile of interstate and include at least four 150kW DCFC (600kW total)
- NEVI funds can be used for up to 80% of project costs; minimum 20% must be provided by state or private cost-share.
- States may contract directly (without competition of funds) with private entities (who contribute 20% cost share) for the development and operation of DCFC. States may own or lease DCFC.



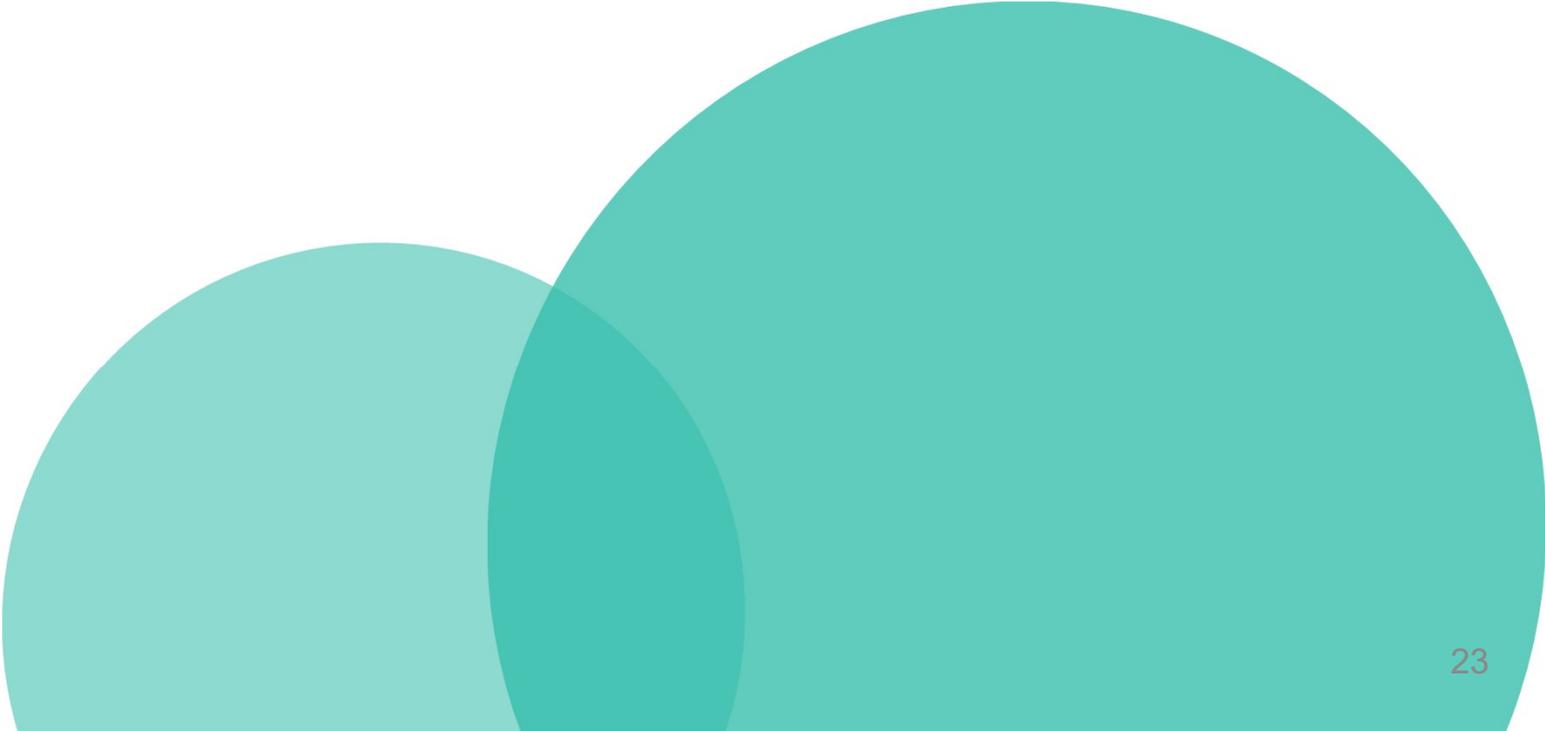
## Discussion:

**What forms of technical assistance could be helpful provided by DLC or others regionally?**

**What sorts of partnerships might be advantageous to pursue to maximize funding opportunities?**

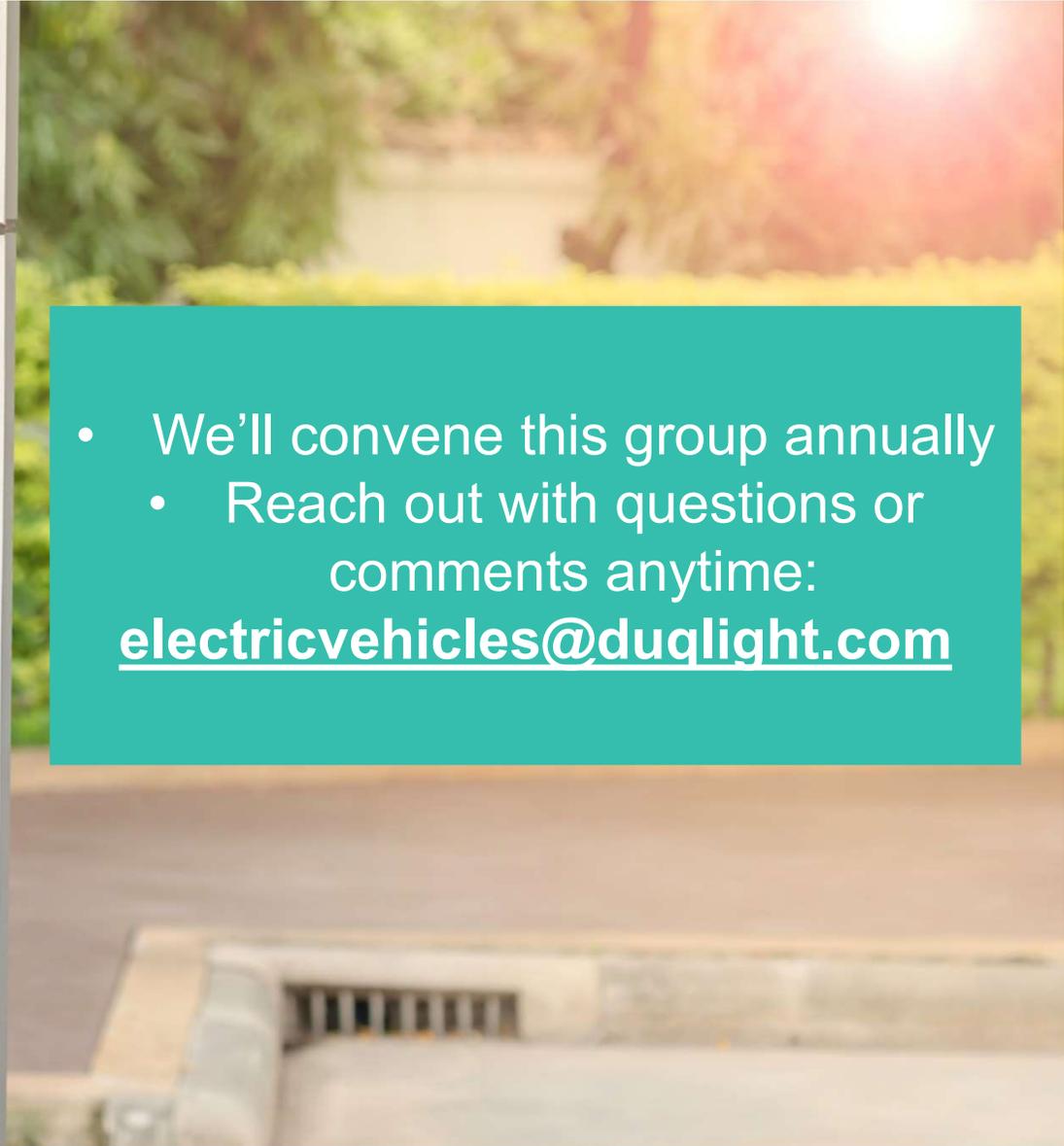


# Open Discussion



# Closing

Thank you for your participation!



- We'll convene this group annually
  - Reach out with questions or comments anytime:  
[electricvehicles@duqlight.com](mailto:electricvehicles@duqlight.com)