

**Testimony of Tom Bonner
Manager, State Government Affairs, PECO
Pennsylvania House of Representatives
Committee on Transportation
November 13, 2017**

Thank you, Chairman Taylor, Chairman Keller, Representative Quinn and members of the committee for the opportunity to testify today in support of House Bill 1446, the Clean Transportation Infrastructure Act. My name is Tom Bonner, Manager of State Government Affairs at PECO, which provides electric and natural gas distribution service to more than two million customers in southeastern Pennsylvania. In my role at PECO, I work to coordinate the company's legislative and regulatory strategies with business approaches that will enable us to meet the emerging needs of our customers and communities, including transportation electrification and natural gas fueling.

At PECO, we believe that transportation electrification and natural gas fueling represent a unique opportunity for Pennsylvania to improve our economy and environment while delivering a better quality of life for all. Electric vehicles, buses, cranes and heavy machinery are also cleaner and more efficient than comparable conventional vehicles and equipment. They have lower operation and maintenance costs and run on one hundred percent domestic resources.

Additionally, with proper price signals and regulatory structures, transportation electrification can benefit all electric customers by adding load to the grid during times of low system utilization to achieve higher levels of grid efficiency.

Transit, paratransit, fleet vehicles and school buses all have usage profiles that allow them to charge overnight, minimizing needs for new system capacity while adding volume at desirable times. Shifting to electricity for these vehicles also reduces ground-level emissions and heat island effects in our urban neighborhoods.

There are also economic development benefits to replacing older, less efficient, higher emitting heavy equipment in commerce and trade with new, clean, high-efficiency electric and gas models to promote jobs and economic growth while cleaning the air in the communities where industrial applications are located.

In terms of affordability and customer options, Consumer Reports currently lists 23 models of plug-in electric vehicles for sale in the United States, ranging from compacts to minivans and small SUVs – with pickups on the way. The range and affordability of these cars is improving rapidly. For example, when the Chevy Volt was introduced in 2011, it had an all-electric range of 35 miles and a sticker price of \$40,000. Today, Volts with all-electric ranges of 53 miles are available for approximately \$34,000, and the new Bolt will offer a 200-mile plus range for a few thousand dollars more. Federal tax credits provide a \$7,500 incentive for EV purchases, and Pennsylvania is currently offering a \$1,750 rebate.

The purchase price of these cars is still somewhat higher than comparable conventional vehicles in many cases. However, EVs are cheaper to fuel and maintain than gasoline-powered cars.

According to analysis developed by Accenture in 2016, the estimated lifetime Total Cost of Ownership (TCO) of an electric car was about 8 percent below an ICE. By 2020, they estimate that this benefit will grow to 21 percent favorability.

What We've Done So Far

At PECO, we've taken a measured approach on electric vehicles.

First, we've wanted to ensure that our electric distribution system can accommodate future adoption of EVs without experiencing system constraints. Based on the analysis that we've performed, we are comfortable that we can accommodate foreseeable levels of EV adoption with minimal impacts.

Second, we've sought to understand where future infrastructure will be needed to support EV adoption. In 2012, PECO sponsored the region's first-ever EV adoption forecast through the Delaware Valley Regional Planning Commission (DVRPC). This study looked at where EV adopters would likely live, work and play, and the corridors they would travel through. As we've mapped customer EV registrations against the DVRPC study, we've learned that the modelling tools that transportation planners use can provide a highly accurate forecast of future EV adoption.

We joined with the City of Philadelphia, the DVRPC and Greater Philadelphia Clean Cities to sponsor the 2012 "Ready to Roll" regional action plan to begin analyzing the specific opportunities and barriers to large-scale EV adoption in the region.

Third, we've worked to educate our customers on the benefits of transportation electrification and the availability of incentives for electric vehicle customers, hosting numerous public events and making information available through our PECO.com website.

We are seeing rapidly increasing interest by customers, local governments, and commercial property owners in EVs and charging station installation in our service territory in the last twelve months. Looking at the way this market is evolving, we believe the time is right to begin planning to do more.

Our view was reinforced last year when VW selected the Philadelphia region as one of 11 markets nationally for direct investment in EV infrastructure as part of their Settlement commitment, in addition to the \$118 million Pennsylvania will receive for clean transportation investments under the VW Settlement Beneficiary Mitigation Fund. And, Governor Wolf has launched a statewide transportation electrification initiative in which PECO is an active participant.

Finally, we are collaborating with our regional transit agency, SEPTA, on their EV bus pilot program, to learn first-hand about the opportunities and challenges associated with transitioning to electric buses.

Based on these experiences, PECO believes that a regionally-planned approach to development of a backbone electric transportation infrastructure supported by a statewide policy will put Pennsylvania in the best position to maximize the benefits of transportation electrification.

HB 1446

In order to optimize this opportunity, Pennsylvania should adopt an approach that brings transportation analysts, industry experts, utilities and local governments together to develop integrated transportation electrification plans that ensure public access to charging opportunities for drivers and promote electrification in high value public purpose applications.

HB 1446 achieves this through a balanced approach that:

- Sets a realistic goal of expanding transportation electrification by fifty percent over baseline forecasts by 2030;

- Requires electric utilities serving Pennsylvania's large metropolitan areas to sponsor the development of regional electrification frameworks by independent third-party transportation experts;
- Directs utilities to file electrification infrastructure plans with the Pennsylvania Public Utility Commission that will be reviewed by the Commission to ensure that they prudently meet the requirements of the regional framework;
- Requires utilities to include in these plans strategies to optimize the use of the electric distribution grid and provide opportunities for customers to reduce the cost of charging;
- Updates these plans every four years to reflect the fast-evolving vehicle, equipment and charging equipment markets; and
- Creates a statewide network of high-speed electric vehicle charging and natural gas fueling stations along interstate highway rest areas and welcome centers.

The bill also recognizes that natural gas vehicles primarily have applications in the fleet environment at this time and calls for the Governor to assess this market and make recommendations to the Department of Transportation and Public Utility Commission to support natural gas transportation expansion.

The key to this proposal is the regional framework assessments developed by independent transportation analysts to understand how much charging infrastructure will be needed in the future and where it should be located.

These framework assessments will involve stakeholder processes that include local governments and must specifically address the needs of diverse communities and transit integration.

Utility filings will be required to describe how they will meet the requirements of the framework assessment for backbone and high public value infrastructure investments, either through direct capital investments, partnerships or incentives, to receive regulatory recovery. The PUC will have complete flexibility to review these filings on their merits and determine which types of investments prudently meet the requirements of the independent transportation assessments.

With regard to light-duty passenger vehicles, the intent of these plans as described in a clarifying amendment provided to the committee is to support strategically located networks that ensure access to public charging for all vehicle owners. Nothing in the legislation restricts the ability of non-utility charging equipment and network companies to develop and install commercial charging stations.

In addition to the clarifying Statement of Policy amendment provided, through ongoing discussions with stakeholders, PECO has developed a set of perfecting amendments to HB 1446 that it hopes the Committee will consider in advance of its voting session. We have submitted these proposed amendments to the Committee for your review.

Conclusion

Over the past number of years, PECO has been pleased to work with many stakeholders in the environmental community, local governments, transit systems, regional planners, vehicle and equipment manufacturers, the academic community and utilities throughout the state discussing many of the concepts included in this bill. We believe it represents a balanced, thoughtful plan that will enable Pennsylvania to move into a leading position in adopting clean transportation technologies, advancing our economic, environmental, social equity and innovation agendas.

Thank you again for the opportunity to testify today. We look forward to working with the Committee on this important issue in the months and years to come, and I'm happy to answer any questions you may have on this matter

SUMMARY OF STAKEHOLDER PROPOSED AMENDMENTS TO HB 1446
November 10, 2017

- 1) Section 2816, add new section (a) "Statement of Policy" to establish legislative intent of the bill
- 2) Section 2816(b)(2), add "At the time the Statewide goal is established," to clarify that regional sub-goals should be established at the same time as the Statewide goal.
- 3) Section 2816(c)(2), add "regional planning commissions and school districts and transportation network companies" to the list of organizations that EDCs are encouraged to consult in the development of regional frameworks
- 4) Section 2816(c)(4)(i), add "including heavy-duty plug-in electric vehicles" to the regional assessment forecast
- 5) Section 2816(c)(4)(iv), add "multi-unit commercial and mixed-use buildings" to the list of required infrastructure deployment recommendations; with consistent edits throughout the bill
- 6) Section 2816(d)(1), clarifies the timing of the requirement for the filing of EDC infrastructure development plans
- 7) Section 2816(d)(1)(4)(i), clarifies the bill's requirements regarding regional interoperability
- 8) Section 2816(g)(1), makes a technical correction to the 4-year plan refresh requirement
- 9) Section 2816(i), adds "hydrogen-fueled" vehicles to the required assessment and recommendations of the Governor

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

No. 1446 Session of
2017

INTRODUCED BY M. QUINN, TAYLOR, BRIGGS, V. BROWN, HARPER,
HENNESSEY, W. KELLER, KIM, KORTZ, MARSICO, MATZIE, NEILSON,
SOLOMON AND WATSON, JUNE 6, 2017

REFERRED TO COMMITTEE ON TRANSPORTATION, JUNE 6, 2017

AN ACT

Amending Titles 66 (Public Utilities) and 74 (Transportation) of the Pennsylvania Consolidated Statutes, in restructuring of electric utility industry, providing for transportation fueling infrastructure development; and, in turnpike, further providing for definitions and providing for Statewide electric vehicle charging and natural gas fueling networks. The General Assembly of the Commonwealth of Pennsylvania

hereby enacts as follows:

Section 1. Title 66 of the Pennsylvania Consolidated Statutes is amended by adding a section to read:

§ 2816. Transportation fueling infrastructure development.

(a) Declaration of policy.-- The General Assembly finds and declares that it is in the public interest to support the development of alternative transportation fueling infrastructure in Pennsylvania through integrated transportation and energy infrastructure planning, promotion of infrastructure deployment and establishment of regional publicly accessible charging networks.

(b) Transportation electrification opportunity assessment.--

(1) Within 180 days of the effective date of this

section, the Governor or his designee shall establish a Statewide goal for the expansion of transportation electrification in this Commonwealth based upon a Statewide transportation electrification opportunity assessment. The goal shall be no less than a 50% expansion of annual transportation electrification usage above current market forecasts for December 31, 2030, as of the effective date of this section.

(2) ~~[The]~~At the time the Statewide goal is established, the Governor or his designee may also establish regional goals for each group of priority alternative transportation infrastructure counties that are served, in whole or in part, by an electric distribution company.

(~~b~~)c) Transportation electrification infrastructure regional framework.--

(1) An electric distribution company serving one or more priority alternative transportation infrastructure counties shall contract with a qualifying independent transportation analyst to develop a transportation electrification infrastructure regional framework for those counties.

(2) The regional framework development process shall include representatives from the Department of Transportation, the Department of Environmental Protection, county and municipal governments of the priority alternative transportation infrastructure counties served by the electric distribution company, public transit organizations and the electric distribution company. Electric distribution companies may include **regional planning commissions, school**

districts, owners of vehicle fleets, transportation network companies, experts in transportation electrification charging infrastructure, manufacturers of transportation electrification equipment and other participants and stakeholders in the transportation electrification market in the regional framework development process.

(3) If multiple electric distribution companies serve a single priority alternative transportation infrastructure county, the electric distribution companies may elect to collaborate on the selection of a qualifying independent transportation analyst for the county and allocate framework-related costs proportionally based upon the number of customers served in the county or by another mutually agreeable method.

(4) A regional framework shall provide the following information for the priority alternative transportation infrastructure counties served by the electric distribution company:

(i) The extent of ~~plug-in electric vehicle~~ ownership, leasing and usage **of plug-in electric vehicles, including heavy-duty plug-in electric vehicles,** as well as projected ownership, leasing and usage through December 31, 2030, or 15 years after the effective date of this section, whichever is later.

(ii) The extent of nonroad transportation electrification usage and transportation electrification charging infrastructure.

(iii) The additional transportation electrification

charging infrastructure that is reasonably necessary to achieve the applicable regional goal established in accordance with subsection ([a]b) or, if no regional goal is established, the Statewide goal established in accordance with subsection ([a]b) as applied to the priority alternative transportation infrastructure counties served by the electric distribution company.

(iv) Recommendations regarding the geographic distribution and general specifications of transportation electrification charging infrastructure identified in accordance with subparagraph (iii), including recommendations specific to the deployment of electric vehicle charging infrastructure to serve low-income communities, multiunit **commercial, residential and mixed-use** buildings [~~and commercial workplaces~~].

([e]d) Transportation electrification infrastructure development plan.--

(1) An electric distribution company serving one or more priority alternative transportation infrastructure counties shall file a transportation electrification infrastructure development plan with the commission for approval within 18 months of the [~~submission of a transportation electrification infrastructure regional framework for the service territory~~]**establishment of a Statewide goal under subsection (b) (1).** The electric distribution company shall provide its transportation electrification infrastructure regional framework as part of the infrastructure development plan filing.

(2) The infrastructure development plan shall describe the company's proposal to achieve deployment of the transportation electrification infrastructure reasonably necessary to achieve the applicable regional goal established in accordance with subsection ([a]b) or, if no regional goal is established, the Statewide goal established in accordance with subsection ([a]b) as applied to the priority alternative transportation infrastructure counties served by the electric distribution company. The infrastructure development plan shall include strategies to optimize the use of the electric distribution grid and provide opportunities for the reduction of electric charging costs for customers, including time-of-use rates.

(3) The infrastructure development plan may include transportation electrification charging stations owned and operated by the electric distribution company and third parties as well as customer incentives and customer education programs related to installing or using transportation electrification charging stations.

(4) (i) Subject to subparagraph (ii), transportation electrification charging stations owned by the electric distribution company and stations where distribution system extension costs necessary for operation are recovered as plan costs as provided in this section shall be ~~[public access]~~ **publicly accessible** charging stations and include regional interoperability capacity **for vehicle charging and customer payment.**

(ii) The commission shall exempt a station from the

public access requirement if the station is installed at a multiunit residential, commercial or mixed-use building~~[-or commercial or industrial workplace].~~

(~~d~~e) Commission approval.--

(1) The commission shall conduct a public hearing on each infrastructure development plan filed under subsection (~~e~~d) and approve or disapprove the plan within 180 days of submission.

(2) If the commission does not approve a plan, the commission shall describe in detail the reasons for disapproval, and the electric distribution company shall have 60 days to file a revised plan to address the deficiencies identified by the commission.

(3) A revised plan shall be approved or disapproved by the commission within 60 days.

(~~e~~f) Recovery.--An electric distribution company shall be entitled to recover, in distribution rates established under section 1308 (relating to voluntary changes in rates), all reasonable and prudent costs incurred in the implementation of this section, including the costs of transportation electrification infrastructure regional frameworks and infrastructure development plans, transportation electrification infrastructure, including annual depreciation costs and capital costs over the life of transportation electrification charging technology and required distribution system upgrades, incentives, and education provided in accordance with an infrastructure development plan approved under subsection (~~d~~e).

(~~f~~g) Additional regional frameworks and infrastructure development plans.--

(1) An electric distribution company shall contract for an update of the regional framework required under subsection (~~b~~) every four years.] [~~2~~] The electric distribution company shall submit the [updated regional framework to the commission] **c**) and file an updated transportation electrification infrastructure development plan [within six months of the submission of the] [updated regional framework.] **required under subsection (d) every four years.**

[~~3~~]**(2)** Additional regional frameworks and infrastructure development plans shall be developed after December 31, 2026, as directed by the commission.

(~~g~~h) Voluntary development of transportation electrification infrastructure development plans.--An electric distribution company may file a transportation electrification infrastructure development plan for commission approval in accordance with this section for counties within the company's service territory that do not qualify as priority alternative transportation infrastructure counties.

(~~h~~i) Natural gas **and hydrogen-fueled** transportation infrastructure assessment.--

(1) Within one year of the effective date of this section, the Governor or his designee shall complete a Statewide assessment of current natural gas **and hydrogen-fueled** vehicle usage and fueling infrastructure in this Commonwealth. The assessment shall identify opportunities and goals for the expansion of natural gas **and**

hydrogen-fueled vehicle usage and fueling infrastructure in this Commonwealth and make recommendations to the General Assembly and the commission to support the expansion.

(2) The Governor or his designee shall transmit the assessment and recommendations to the commission for posting on the commission's publicly accessible Internet website.

~~(i)~~ Penalties.--No electric distribution company shall be subject to penalties for failure to meet the applicable goal established under subsection ~~(a)~~ ~~(b)~~ if the electric distribution company is otherwise in compliance with its commission-approved infrastructure development plan.

~~(j)~~ Definitions.--As used in this section, the following words and phrases shall have the meanings given to them in this subsection unless the context clearly indicates otherwise:

"Electric vehicle charging station." A facility or equipment designed to charge batteries within plug-in electric vehicles by permitting the transfer of electric energy to a battery or other storage device in a plug-in electric vehicle.

"Plug-in electric vehicle." A motor vehicle that is powered partly or solely by a battery that can be recharged by plugging it into an external source of electricity and which motor vehicle meets the applicable Federal and State safety standards for on-road vehicles.

"Priority alternative transportation infrastructure county." A county in this Commonwealth including all or part of a metropolitan statistical area with a population of at least 500,000 people as defined by the United States Census Bureau.

"Qualifying independent transportation analyst." A regional

planning commission established in accordance with the laws of this Commonwealth or an independent analyst with demonstrated expertise in transportation modeling and forecasting.

"Transportation electrification." The use of electricity from external sources of electrical power, including the electrical grid, for all or part of vehicles, vessels, trains, boats or other equipment that are mobile sources of air pollution and greenhouse gases and the related programs and charging and propulsion infrastructure investments to enable and encourage this use of electricity.

Section 2. Section 8102 of Title 74 is amended by adding definitions to read:

§ 8102. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

* * *

"Electric vehicle charging station." As defined in 66 Pa.C.S. § 2816 (relating to transportation fueling infrastructure development).

* * *

"Natural gas vehicle." A motor vehicle that is able to operate on 100% compressed natural gas fuel.

* * *

"Plug-in electric vehicle." As defined in 66 Pa.C.S. § 2816.

* * *

Section 3. Title 74 is amended by adding a section to read:
§ 8124. Statewide electric vehicle charging and natural gas

fueling networks.

(a) Creation of Statewide networks.--By January 31, 2020, the department, in conjunction with the commission, shall provide for at least two high-speed electric vehicle charging stations and a natural gas fueling station accessible to the public at each interstate highway rest area and welcome center. The stations may be owned and operated by the commission, its designee, or a private or nonprofit entity, including an electric distribution company, with respect to electric vehicle charging stations, or a natural gas distribution company, with respect to compressed natural gas fueling stations, that provides utility service to the applicable highway rest area or welcome center.

(b) Cooperation.--The Pennsylvania Public Utility Commission shall cooperate with the department and the commission in the creation of Statewide electric vehicle charging and natural gas fueling networks required by this section.

Section 4. This act shall take effect in 60 days.

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THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

No. 1446 Session of
2017

INTRODUCED BY M. QUINN, TAYLOR, BRIGGS, V. BROWN, HARPER,
HENNESSEY, W. KELLER, KIM, KORTZ, MARSICO, MATZIE, NEILSON,
SOLOMON AND WATSON, JUNE 6, 2017

REFERRED TO COMMITTEE ON TRANSPORTATION, JUNE 6, 2017

AN ACT

1 Amending Titles 66 (Public Utilities) and 74 (Transportation) of
2 the Pennsylvania Consolidated Statutes, in restructuring of
3 electric utility industry, providing for transportation
4 fueling infrastructure development; and, in turnpike, further
5 providing for definitions and providing for Statewide
6 electric vehicle charging and natural gas fueling networks.

7 The General Assembly of the Commonwealth of Pennsylvania
8 hereby enacts as follows:

9 Section 1. Title 66 of the Pennsylvania Consolidated
10 Statutes is amended by adding a section to read:

11 § 2816. Transportation fueling infrastructure development.

12 (a) Declaration of policy.-- The General Assembly finds and
13 declares that it is in the public interest to support the
14 development of alternative transportation fueling infrastructure
15 in Pennsylvania through integrated transportation and energy
16 infrastructure planning, promotion of infrastructure deployment
17 and establishment of regional publicly accessible charging
18 networks.

19 (b) Transportation electrification opportunity assessment.--

1 (1) Within 180 days of the effective date of this
2 section, the Governor or his designee shall establish a
3 Statewide goal for the expansion of transportation
4 electrification in this Commonwealth based upon a Statewide
5 transportation electrification opportunity assessment. The
6 goal shall be no less than a 50% expansion of annual
7 transportation electrification usage above current market
8 forecasts for December 31, 2030, as of the effective date of
9 this section.

10 (2) At the time the Statewide goal is established, the
11 Governor or his designee may also establish regional goals
12 for each group of priority alternative transportation
13 infrastructure counties that are served, in whole or in part,
14 by an electric distribution company.

15 (c) Transportation electrification infrastructure regional
16 framework.--

17 (1) An electric distribution company serving one or more
18 priority alternative transportation infrastructure counties
19 shall contract with a qualifying independent transportation
20 analyst to develop a transportation electrification
21 infrastructure regional framework for those counties.

22 (2) The regional framework development process shall
23 include representatives from the Department of
24 Transportation, the Department of Environmental Protection,
25 county and municipal governments of the priority alternative
26 transportation infrastructure counties served by the electric
27 distribution company, public transit organizations and the
28 electric distribution company. Electric distribution
29 companies may include regional planning commissions, school

1 districts, owners of vehicle fleets, transportation network
2 companies, experts in transportation electrification charging
3 infrastructure, manufacturers of transportation
4 electrification equipment and other participants and
5 stakeholders in the transportation electrification market in
6 the regional framework development process.

7 (3) If multiple electric distribution companies serve a
8 single priority alternative transportation infrastructure
9 county, the electric distribution companies may elect to
10 collaborate on the selection of a qualifying independent
11 transportation analyst for the county and allocate framework-
12 related costs proportionally based upon the number of
13 customers served in the county or by another mutually
14 agreeable method.

15 (4) A regional framework shall provide the following
16 information for the priority alternative transportation
17 infrastructure counties served by the electric distribution
18 company:

19 (i) The extent of ownership, leasing and usage of
20 plug-in electric vehicles, including heavy-duty plug-in
21 electric vehicles, as well as projected ownership,
22 leasing and usage through December 31, 2030, or 15 years
23 after the effective date of this section, whichever is
24 later.

25 (ii) The extent of nonroad transportation
26 electrification usage and transportation electrification
27 charging infrastructure.

28 (iii) The additional transportation electrification
29 charging infrastructure that is reasonably necessary to

1 achieve the applicable regional goal established in
2 accordance with subsection (b) or, if no regional goal is
3 established, the Statewide goal established in accordance
4 with subsection (b) as applied to the priority
5 alternative transportation infrastructure counties served
6 by the electric distribution company.

7 (iv) Recommendations regarding the geographic
8 distribution and general specifications of transportation
9 electrification charging infrastructure identified in
10 accordance with subparagraph (iii), including
11 recommendations specific to the deployment of electric
12 vehicle charging infrastructure to serve low-income
13 communities, multiunit commercial, residential and mixed-
14 use buildings.

15 (d) Transportation electrification infrastructure
16 development plan.--

17 (1) An electric distribution company serving one or more
18 priority alternative transportation infrastructure counties
19 shall file a transportation electrification infrastructure
20 development plan with the commission for approval within 18
21 months of the establishment of a Statewide goal under
22 subsection (b) (1). The electric distribution company shall
23 provide its transportation electrification infrastructure
24 regional framework as part of the infrastructure development
25 plan filing.

26 (2) The infrastructure development plan shall describe
27 the company's proposal to achieve deployment of the
28 transportation electrification infrastructure reasonably
29 necessary to achieve the applicable regional goal established

1 in accordance with subsection (b) or, if no regional goal is
2 established, the Statewide goal established in accordance
3 with subsection (b) as applied to the priority alternative
4 transportation infrastructure counties served by the electric
5 distribution company. The infrastructure development plan
6 shall include strategies to optimize the use of the electric
7 distribution grid and provide opportunities for the reduction
8 of electric charging costs for customers, including time-of-
9 use rates.

10 (3) The infrastructure development plan may include
11 transportation electrification charging stations owned and
12 operated by the electric distribution company and third
13 parties as well as customer incentives and customer education
14 programs related to installing or using transportation
15 electrification charging stations.

16 (4) (i) Subject to subparagraph (ii), transportation
17 electrification charging stations owned by the electric
18 distribution company and stations where distribution
19 system extension costs necessary for operation are
20 recovered as plan costs as provided in this section shall
21 be publicly accessible charging stations and include
22 regional interoperability capacity for vehicle charging
23 and customer payment.

24 (ii) The commission shall exempt a station from the
25 public access requirement if the station is installed at
26 a multiunit residential, commercial or mixed-use
27 building.

28 (e) Commission approval.--

29 (1) The commission shall conduct a public hearing on

1 each infrastructure development plan filed under subsection
2 (d) and approve or disapprove the plan within 180 days of
3 submission.

4 (2) If the commission does not approve a plan, the
5 commission shall describe in detail the reasons for
6 disapproval, and the electric distribution company shall have
7 60 days to file a revised plan to address the deficiencies
8 identified by the commission.

9 (3) A revised plan shall be approved or disapproved by
10 the commission within 60 days.

11 (f) Recovery.--An electric distribution company shall be
12 entitled to recover, in distribution rates established under
13 section 1308 (relating to voluntary changes in rates), all
14 reasonable and prudent costs incurred in the implementation of
15 this section, including the costs of transportation
16 electrification infrastructure regional frameworks and
17 infrastructure development plans, transportation electrification
18 infrastructure, including annual depreciation costs and capital
19 costs over the life of transportation electrification charging
20 technology and required distribution system upgrades,
21 incentives, and education provided in accordance with an
22 infrastructure development plan approved under subsection (e).

23 (g) Additional regional frameworks and infrastructure
24 development plans.--

25 (1) An electric distribution company shall contract for
26 an update of the regional framework required under subsection
27 (c) and file an updated transportation electrification
28 infrastructure development plan required under subsection (d)
29 every four years.

1 (2) Additional regional frameworks and infrastructure
2 development plans shall be developed after December 31, 2026,
3 as directed by the commission.

4 (h) Voluntary development of transportation electrification
5 infrastructure development plans.--An electric distribution
6 company may file a transportation electrification infrastructure
7 development plan for commission approval in accordance with this
8 section for counties within the company's service territory that
9 do not qualify as priority alternative transportation
10 infrastructure counties.

11 (i) Natural gas and hydrogen-fueled transportation
12 infrastructure assessment.--

13 (1) Within one year of the effective date of this
14 section, the Governor or his designee shall complete a
15 Statewide assessment of current natural gas and hydrogen-
16 fueled vehicle usage and fueling infrastructure in this
17 Commonwealth. The assessment shall identify opportunities and
18 goals for the expansion of natural gas and hydrogen-fueled
19 vehicle usage and fueling infrastructure in this Commonwealth
20 and make recommendations to the General Assembly and the
21 commission to support the expansion.

22 (2) The Governor or his designee shall transmit the
23 assessment and recommendations to the commission for posting
24 on the commission's publicly accessible Internet website.

25 (j) Penalties.--No electric distribution company shall be
26 subject to penalties for failure to meet the applicable goal
27 established under subsection (b) if the electric distribution
28 company is otherwise in compliance with its commission-approved
29 infrastructure development plan.

1 (k) Definitions.--As used in this section, the following
2 words and phrases shall have the meanings given to them in this
3 subsection unless the context clearly indicates otherwise:

4 "Electric vehicle charging station." A facility or equipment
5 designed to charge batteries within plug-in electric vehicles by
6 permitting the transfer of electric energy to a battery or other
7 storage device in a plug-in electric vehicle.

8 "Plug-in electric vehicle." A motor vehicle that is powered
9 partly or solely by a battery that can be recharged by plugging
10 it into an external source of electricity and which motor
11 vehicle meets the applicable Federal and State safety standards
12 for on-road vehicles.

13 "Priority alternative transportation infrastructure county."
14 A county in this Commonwealth including all or part of a
15 metropolitan statistical area with a population of at least
16 500,000 people as defined by the United States Census Bureau.

17 "Qualifying independent transportation analyst." A regional
18 planning commission established in accordance with the laws of
19 this Commonwealth or an independent analyst with demonstrated
20 expertise in transportation modeling and forecasting.

21 "Transportation electrification." The use of electricity
22 from external sources of electrical power, including the
23 electrical grid, for all or part of vehicles, vessels, trains,
24 boats or other equipment that are mobile sources of air
25 pollution and greenhouse gases and the related programs and
26 charging and propulsion infrastructure investments to enable and
27 encourage this use of electricity.

28 Section 2. Section 8102 of Title 74 is amended by adding
29 definitions to read:

§ 8102. Definitions.

The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:

* * *

1 "Electric vehicle charging station." As defined in 66
2 Pa.C.S. § 2816 (relating to transportation fueling
3 infrastructure development).

* * *

"Natural gas vehicle." A motor vehicle that is able to
operate on 100% compressed natural gas fuel.

* * *

"Plug-in electric vehicle." As defined in 66 Pa.C.S. § 2816.

* * *

4 Section 3. Title 74 is amended by adding a section to read:
§ 8124. Statewide electric vehicle charging and natural gas
fueling networks.

(a) Creation of Statewide networks.--By January 31, 2020,
the department, in conjunction with the commission, shall
provide for at least two high-speed electric vehicle charging
stations and a natural gas fueling station accessible to the
public at each interstate highway rest area and welcome center.
The stations may be owned and operated by the commission, its
designee, or a private or nonprofit entity, including an
electric distribution company, with respect to electric vehicle
charging stations, or a natural gas distribution company, with
respect to compressed natural gas fueling stations, that
provides utility service to the applicable highway rest area or
welcome center.

(b) Cooperation.--The Pennsylvania Public Utility Commission shall cooperate with the department and the commission in the creation of Statewide electric vehicle charging and natural gas fueling networks required by this section.

Section 4. This act shall take effect in 60 days.