



**I-10 Arizona Alternative Fuels Corridor Deployment Plan (AFCDP)
Arizona Interstate / Infrastructure Collaborative (AIIIC)
Advisory Group Meeting #2 of 4 (Webinar)**

Friday, May 29, 2020

Meeting Summary

Attendees:

Ed Stillings, FHWA
Kathy Knoop, APS
Andy Christian, Nikola Motors
Dale Prows, Nikola Motors
Elizabeth Fretheim, Nikola Motors
Alana Langdon, Nikola Motors
Nathan Parker, ASU
Mike Kuby, ASU
Amanda Luecker, ADEQ
Sarah Fitzgerald, ADEQ
Denise Kronsteiner, ADEQ
Heather Colson, ADEQ
Thomas Sahhar, ADOA
Don Covert, VSCCC
Paris Irvin, VSCCC
Caryn Potter, Southwest Energy Efficiency Project
Carl Holley, Greenlots

Staff

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

Meeting began at 10:05 a.m.

Attending registrants introduced themselves.

Dustin Fitzpatrick gave some background on the ADOT and Clean Cities EV charging across the I-10 AZ corridor. The western part of the corridor between Phoenix and California would be talked about today and the eastern part would be discussed at the next meeting.

With the slides presented by Dustin Fitzpatrick and Josh Pope, context was given regarding the grant award to PAG with EV charging as the field of focus. The heart of PAG's deployment plan was examined, noting the final plan will be in place by the end of November 2020.

CNG have enough stations to fit the criteria for all locations along the western segment of the I-10 corridor. With PAG's GIS and mapping approach, Josh's team met the methodology to take advantage of existing location content so that all the data can be downloaded to define corridors. With access to this information, Josh showed how pilot

locations were added into the maps with all data and other resources pulled in. All accessed info focusing on EV element was pulled along with Interstate ramps showing where site suitability along with exits would be.

Dustin noted potential sites for national charging companies as successful candidates and how PAG arrived at its focus on these locations taking into account the CNG aspect. This info will be accessible for all.

Dustin also spoke about CCS utilization and showed a picture of a representative station utilizing different types of charges. It will be necessary for these stops to take into consideration amenities such as parking, restrooms, water and food.

Dustin Fitzpatrick said emphasis has been toward CCS over CHAdeMO in the EV market. Permit requirements were approximately nine months. Installations can be handed over to the property owners. The group spoke about the cost of these stations and what the maintenance and utility requirements would be as well as applying for funding sources.

Kathy Knoop spoke about electric service availability and project initiative requests to start development of timelines and what kind of service to apply for. A look at existing stations always helps for future applications although the cost varies. Each application would be examined on a case to case basis. She added that the infrastructure is not in place yet for applicants to get cost responsibility in Arizona at least.

The Transportation Electrification statewide plan comprises a set of stakeholder meetings from now until November and which will look at air quality savings for example to see where to go to support electrification in Arizona.

There was discussion regarding the Arizona Trucking Association's considerations for potential trucking sites being used and the costs and benefits for their putting in charging stations with further dialogue on ChargePoint versus Electrify America and Greenlots.

Tom Sahhar has signed on to the second part of the REV West minimum standards for the state. This group will be taking into considerations these standards in addition to the FHWA siting criteria. The location standards are different for REV West. The most popular sites are those that have room for expansion. REV West with its designated corridors are supported as connecting sites all over the states.

Potential site host considerations were discussed. Dr. Parker and Dr. Kuby spoke about how they are involved in collaborative modeling and stakeholder breakout groups as well as application development for SW truck stops. They could focus on Arizona with PAG and come up with some CNG proposals. There was dialogue on EV charging stations with it being good business but with limited options. The question about the 50-mile requirement was also debated as to whether stations had to be no more than 50 miles apart and whether there was allowance for distances over the criteria limits. Ed Stillings wasn't certain what would be allowable as a tolerance over the limit. Dustin said

the PAG plan was no more than 50 miles apart to meet the criteria. There are general principles for serving I-10 traffic viewed as stepping stones along one corridor until it hits another corridor.

Dale and Elizabeth spoke. Dale mentioned the heavy-duty battery trucks brought to market that are to be used along this corridor supporting customers who have dedicated routes. There were various comments on charging stations. They will work with fleet customers for truck fueling. Their plan is to produce hydrogen; two in Phoenix and one near Las Vegas. With 8 tons of hydrogen per day and open to the public as well. He said they can provide more details. Elizabeth added info regarding REV West standards and that they seem to be more passenger car focused. This is below what is needed for a heavy-duty vehicle. Alana said that at her locations there will be DC fast charging infrastructures on site open to the public. ADEQ noted their involvement with Nissan on a pilot for EV rebates.

There was dialogue on time needed from corridor to readiness to open for signage on highways. Signage requirements in MUTCD are currently for gas, oil, and water to be available at charging stations. Funding provisions such as CMAQ applications and other funding options were debated. Applications for CMAQ funding are based on a calculation of congestion mitigation and emission reductions per day.

Alana gave a projection of usage rates for charging stations. Dustin said he will reach out to some of the meeting participants for additional information.

The meeting ended at 11:47 a.m.