



**NEVI Community Engagement
Sessions Report
Fall 2023**



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EXECUTIVE SUMMARY

The Bipartisan Infrastructure Law (BIL) provides states with \$7.5 billion to help make EV charging more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program and the \$2.5 billion Charging and Fueling Infrastructure (CFI) Program. Over the five years of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding. The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. In the fall of 2023, the PennDOT NEVI Team held six community engagement meetings to educate and inform the public about electric vehicles, electric vehicle charging infrastructure planning, the NEVI program, and to receive feedback.

This report documents the information presented as well as the results of the surveys and comments provided at each of the meetings. Feedback received during these meetings will inform the direction of the program phases after the AFCs are built out.

The following are suggestions for NEVI program improvements and future PennDOT EV initiatives based on the feedback received during the interactive community meetings:

- Facilitate education about electric vehicles and EV chargers for the public to increase understanding and acceptance of electric vehicles and reduce misinformation. EV charging is a paradigm shift from filling a gas tank and no amount of information is too much to gain a high level of acceptance of electric vehicles.
- Partner with other organizations on increasing education efforts Continue to seek feedback and employ different methods to receive comments. Feedback from a more diverse cross-section of the population will help inform where funding is directed.
 - Receiving more feedback from a variety of Pennsylvanian's. Attempt to engage disadvantaged individuals and communities.
 - Research, analyze, seek feedback, and understand the different needs of communities. Collaborate on a regional level to address those needs. Consideration should be given to access, mobility, economic development, and support of other transportation modes.
- Utilize feedback to inform future programs, whether NEVI or other funded initiatives.

As the NEVI program continues to evolve beyond AFC build out, PennDOT will provide opportunities for additional community outreach and public feedback to inform the future phases of EV charger infrastructure deployments.



INTRODUCTION

Over the five years of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding. The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along their designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network.

Once a state's AFC network is "fully built out" according to Federal Highway Administration (FHWA) criteria — NEVI creditable DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI formula program funds for EV charging infrastructure on any public road or other publicly accessible location.

The PennDOT NEVI Team has completed the Alternative Fuel Corridor deployment planning with input from the public, electric utilities, and business owners through meetings and surveys that were held in 2022.

The first round of NEVI funded EV charging station sites have been selected and the sites are moving through environmental permitting, design approval, and into construction. Round 1 will have at least one more round of selections which is called Round 1A for additional AFC corridor sites that are needed to fulfill the federally mandated requirements to achieve buildout. The FHWA requires that the AFC buildout sites are operational before states can spend funds on other sites. PennDOT anticipates that the AFC buildout will be complete in 2026 or 2027.

To solicit feedback on PennDOT's NEVI program and other EV initiatives, as well as provide EV education, PennDOT held six interactive community engagement sessions in the fall of 2023 on the following dates:

- October 16, 2023 – Gettysburg
- October 19, 2023 – Coatesville
- October 23, 2023 – Williamsport
- November 1, 2023 – Erie
- November 2, 2023 – Reading
- November 8, 2023 – Pittsburgh

Meetings were announced through messages sent and telephone calls made to numerous local sources for each meeting including local PennDOT District offices, municipalities, community groups, transit, and aviation service providers. Meeting notices were also posted on PennDOT social media sites, announced via press release, and shared through PennDOT's EV email distribution list.

The format for each meeting was consistent and included a presentation providing information about alternative fuels, electric vehicles (EVs), types of chargers and charging stations, and the NEVI program. The sessions also included a voluntary exercise where the attendees could show their preference for charging station locations by placing sticky dots on a board illustrating locations commonly found in any community such as a gas station, supermarket, office building, homes, park, school, library, etc.

To learn what the attendees knew about EVs and the NEVI program as well as solicit opinions about EV Charging, the sessions included online interactive polls. The questions were posted on the slide presentation and participants answered the poll questions using their smartphones or other devices. Responses were anonymous and appeared in real time on the screen. Questions and comments from the attendees were also encouraged throughout the meetings.



Finally, each meeting attendee was given a 14-question survey to share their knowledge and their experience with the community meeting as well as basic demographic information.

The following table shows the numbers of attendees for each of the meetings.

Figure 1: Community Meeting Attendance

Meeting Location	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
Pre-registered	21	20	18	24	21	47
Walk-Ins	3	4	4	8	8	2
Attended	18	12	13	19	18	22

OUTREACH MATERIALS

Graphics were developed for emails and social media posts to invite participants to individual meetings and to announce the set of Fall 2023 Community Meetings.

Join us for a conversation about electric vehicle charging.

MONDAY, OCTOBER 16
Gettysburg, PA 17325

THURSDAY, OCTOBER 19
Coatesville, PA 19320

MONDAY, OCTOBER 23
Williamsport, PA 17701

WEDNESDAY, NOVEMBER 1
Erie, PA 16507

THURSDAY, NOVEMBER 2
Reading, PA 19601

WEDNESDAY, NOVEMBER 8
Pittsburgh, PA 15222

[penndot.pa.gov/EV](https://www.penndot.pa.gov/EV)
ra-pdevcorridors@pa.gov

LET US KNOW YOU'RE JOINING US!

Register Online

COMMUNITY FEEDBACK SUMMARY

The presentations were designed to be similar for each meeting – providing information about EVs and the NEVI program. Maps showing nearby EV registration concentrations and local public EV charging stations were customized for each meeting. Feedback was solicited through questions as part of the pre-registration, during the meeting through interactive polls, the Q&A portion of the meeting, the site selection exercise, and a post-meeting survey. This section summarizes the feedback from these meetings. The full detailed descriptions of all feedback from these meetings are provided in Appendix A

PRE-REGISTRATION QUESTIONS AND COMMENTS

Of 186 online pre-registrations, PennDOT received 160 unique responses to the question “What are you interested in learning about?”



Most of the comments followed the general topics of EVs, EV charging stations, station locations, and NEVI funding. Many responders identified themselves as EV drivers. Other specific comments received are listed in Appendix A

Based on the extensive list of comments, those who planned to attend the community meetings were very interested and curious about a range of topics. The pre-registration question responses were provided to the meeting presenters prior to each meeting so they could be aware of the topics of interest of the attendees.

- Overall, answers demonstrated interest in more EV education across a diverse spectrum of general topics.

CHARGING STATION VOTING BOARD EXERCISE

The second method for soliciting feedback involved a community graphic on a presentation board at the entrance to each meeting. The attendees were given sticky dots and invited to place the dots next to each type of facility they would like to see EV charging stations placed within their community.

- Supermarket, gas station, hotel, and office are the highest vote-getting locations. At one event, several participants voiced they would like to see EV charging at transit locations. This feedback was collected before each meeting presentation began.

INTERACTIVE SMARTPHONE-BASED SURVEYS

During each of the community meetings, there were interactive live polling opportunities embedded within the presentations. Using this tool, PennDOT was able to capture and save anonymous responses to the poll questions.

- Overall, attendees were interested in broader EV education. In addition, attendees were asked for the locations where they would like to see PennDOT invest in additional EV charging stations after the initial EV education material was presented to see if this shifted thinking of the participants. Answers here also mirrored the section above with supermarket, gas station, hotel, and office the highest vote-getting locations. However, a key difference in the responses to the phone-based surveys was that “workplace charging” emerged as the second highest vote in this survey.

MEETING EXIT SURVEY

Each meeting attendee had the opportunity to complete a survey at the conclusion of the meeting. Of the 102 total attendees at the meetings, 53 completed surveys were received for a response rate of 52%. The results are summarized below:

- Respondents reported they learned from the meetings and gave the sessions a 4.25 / 5 for usefulness. When asked what was not discussed or the attendees wanted more information on, the leading response was focused on variations of wanting to learn more about how PennDOT will fund EV charging for communities both on and off the AFCs.



KEY TAKEAWAYS

The 2023 interactive community meetings provided several key takeaways that can be addressed by PennDOT and incorporated into the NEVI program and other EV initiatives. There were nuances from meeting to meeting based on the differing geography and the experiences of the meeting attendees but there were several questions or comments that were repeated in each meeting. This section highlights the recurring comments and suggests actions to address concerns or incorporate suggestions into the NEVI program. Additionally, the process of planning and hosting these six interactive meetings illuminated opportunities for improvements to the community interaction process.

FEEDBACK

- Consider equity and accessibility in education, outreach, and engagement, including virtual options.
- Increase educational opportunities and awareness of electric and alternate fuel vehicles including varying charger types, charging durations by vehicle model, and facts and features by vehicle model.
- Provide more information about level 2 and DCFC, private vs. public charging costs, peak and off-peak charging costs, and pricing at NEVI funded chargers.
- Make more people aware of the program information and details available through the PennDOT website, specifically who is eligible to apply, and how to apply for NEVI funds.
- Ensure transparency of the NEVI program including location and recipient selection criteria, charger performance, and progress of the program against schedule and goals.
- Address charging needs of PA residents without private driveways or garages (i.e. homes with non-dedicated on-street parking, or multi-unit dwellings with parking lots or garages).
- Install chargers at airports, trailheads, central business districts, highway rest areas, transit centers, and park and ride lots.
- Address safety concerns of vehicle battery fires.
- Address plans to replace the loss of PennDOT funds from the gas tax.
- Provide support for medium and heavy-duty vehicles transitioning away from fossil fuels.

ACTION ITEMS

Based on the comments and observations noted above there are several recommended action items that could be incorporated into the NEVI program to improve its success moving forward. Addressing the concerns received early in the program will strengthen the program – especially for phases of the implementation that will occur after the AFC corridors are fully built out. PennDOT has identified the following action items based on community feedback:

- Continue to make the community meetings and NEVI program information as accessible as practical. Many accessibility steps have already been taken for the in-person meetings as well as digital content. Going forward, PennDOT should consider adding virtual community meeting options and online access to meeting content.
- Provide transparency on the NEVI program activities as well as NEVI-funded charger station performance metrics. Consider implementing a “dashboard” on the PennDOT NEVI website to show progress of the program as well as uptime of the operational stations funded with NEVI funds.



- Determine and define which locations could be funded through the NEVI program and consider partnering with other agencies or defining EV Charger “champions” for locations outside the purview of the NEVI program. Airports, personal residences, private parking garages and highway rest areas were often mentioned as recommended locations for EV charging stations.
- Continue to work with the legislature to advance studies concerning electric vehicle owner fees, mileage-based user fees, and other methods to replace the gas tax revenue as it is a complex issue that will take time to solve. Meeting participants expressed concern over loss of gas tax revenue as vehicles shift away from internal combustion engines.
- Continue to provide information and education about electric vehicles and EV charging to increase acceptance and adoption of electric vehicles. PennDOT could act as a clearinghouse of fact-based electric vehicle and charging information. It was clear from comments in every community meeting that people who are not currently EV owners are primarily concerned with the ability to charge the vehicle. Charging is a paradigm shift from fueling an internal combustion engine vehicle. There are not only concerns about locations of chargers but reliability of the public chargers as well as the cost and rebate opportunities for installing private charging stations. The problem of running out of charge was asked at every meeting – if the batteries could be exchanged, if the batteries could be recharged at the spot of losing charge, if the vehicle would be towed at a cost. Also, the cost of charging a vehicle was asked in different ways at every meeting. Meeting attendees also asked where to find more information about EV models available and guide for how to select a particular vehicle.
- Support emergency response training for fires involving EVs and EV chargers. Provide information and training or peer to peer experience and best practices between volunteer fire departments and other first and second responders.
- Continue to engage in community outreach for the purposes of both education and seeking feedback. To reach as many citizens as possible, explore alternate outreach methods in addition to in-person meetings. There are gaps in the feedback received to-date to be able to make informed decisions about community charging in all parts of the commonwealth. Consider engaging experts in transportation equity as well as focus groups as part of the outreach. Partner with clean cities coalitions and MPOs to engage additional community members.
- Support charging stations for medium and heavy-duty electric vehicles where opportunities exist.



CONCLUSIONS

The six initial interactive community meetings held in the fall of 2023 yielded some actionable feedback that will be incorporated into the Annual NEVI State Plan Program update report and used to inform future phases of the program including the following:

- Facilitate education about electric vehicles and EV chargers for the public to increase understanding and acceptance of electric vehicles and reduce misinformation. Partner with other organizations on increasing education efforts.
- Continue to seek feedback and employ different methods to receive comments. Feedback from a more diverse cross-section of the population will help inform where funding is directed. Explore methods to engage varied populations, particularly disadvantaged communities such as focus groups or curated online surveys.
- Utilize feedback to inform future programs, whether NEVI or other funded initiatives.



APPENDIX A: COMMUNITY FEEDBACK FULL DETAILS

PRE-REGISTRATION QUESTIONS AND COMMENTS

Of 186 online pre-registrations, 160 unique responses were received to the question, “What are you interested in learning about?” The word cloud image below summarizes the most common responses.

Figure 2: Word cloud of responses to “What are you interested in learning about?”

34 respondents (21%) answered **charging stations** for this question. ...



Most of the comments followed the general topics of EVs, EV charging stations, station locations, and NEVI funding. Many responders identified themselves as EV drivers. Other specific comments received are listed in **Appendix C**.

Based on the extensive list of comments, those who planned to attend the community meetings were very interested and curious about a range of topics. The pre-registration question responses were provided to the meeting presenters prior to each meeting so they could be aware of the topics of interest of the attendees.

CHARGING STATION VOTING BOARD EXERCISE

The second method for soliciting feedback involved a graphic on a presentation board at the entrance to each meeting. The attendees were given sticky dots and invited to place the dots next to each type of facility they would like to see EV charging stations placed within their community. The following table details the types of facilities shown on the board and the number of votes received for each facility type at each of the six meetings.

Figure 3 Board Exercise



Figure 4 Results of Board Exercise

Location	Pittsburgh	Reading	Erie	Williamsport	Coatesville	Gettysburg	Total
Supermarket	6	7	8	8	3	7	39
Gas station	3	7	4	8	4	7	33
Hotel	3	9	5	4	3	9	33
Office	6	3	9	6	3	5	32



Hospital	6	0	4	4	1	7	22
Park	1	5	3	3	0	3	15
School	4	3	3	2	1	2	15
Home	6	3	0	1	1	2	13
Library	2	3	4	0	1	3	13
Restaurant	2	4	4	0	2	1	13
Shops	0	1	0	0	1	1	3
Courthouse	1	0	0	0	0	1	2
Total	41	45	44	36	20	48	234

Supermarket, gas station, hotel, and office are the highest vote-getting locations. At one event, several participants voiced they would like to see EV charging at Transit locations. This feedback was collected before each meeting presentation began.

INTERACTIVE SMARTPHONE-BASED SURVEYS

During each of the community meetings, there were interactive live polling opportunities embedded within the presentations. Using menti.com, PennDOT was able to capture and save anonymous responses to the poll questions. This section summarizes the first 5 questions asked in each meeting. The comments received in each meeting are presented in the Meeting Details section, later in this document. Participation in the interactive internet survey was voluntary and the number of responses does not match the number of attendees at each meeting.

Question 1: How much do you know about Electric Vehicles (EVs)?

	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
Not too much. What's an EV?	1	1	0	1	0	0
Some, excited to learn more!	9	7	11	10	9	11
EV expert can't wait to show off my knowledge!	3	1	0	1	1	7



Question 2: Who do you represent?

	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
General public	6	2	2	2	4	2
Local Government	1	1	0	2	2	2
Planning Organization	1	0	2	1	2	2
Utility	2	0	1	1	2	1
Local business	1	0	3	1	0	2
Advocacy/non-profit	0	3	0	3	0	1
EVSE company	0	0	0	0	0	1
Labor union	0	0	0	0	1	1
Other	1	2	3	4	1	4

Question 3: Do you own or are you considering an EV?

	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
Yes, I own an EV!	6	4	1	3	4	4
I'm considering an EV for my next purchase.	2	3	3	2	7	8
I may consider an EV in the future.	3	3	6	9	3	7
Nope, not for me.	3	0	1	0	0	0

Question 4: For those who don't own an EV, have you ever ridden or driven an EV?

	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
Test drive	1	1	3	1	0	3
Car rental	0	0	0	1	0	2
Ride Share/Uber/Lyft	0	0	1	1	1	3
Rode with a friend	2	3	1	3	5	4
Ride & Drive event	1	0	1	0	0	2
Not yet, but thanks for these ideas!	3	1	3	5	2	3
N/A	5	5	1	2	3	2

Question 5: Where would you most like to see EV charging in your community (pick 3)

	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
Retail store	1	2	3	1	3	4
Gas Station	2	5	9	7	7	3
Hospital	0	0	0	0	1	1
Grocery Store	2	4	5	4	7	13
Hotel	3	5	0	5	1	4
School	0	1	4	2	0	2
Park	0	3	1	5	3	6



Library	1	0	0	2	1	0
Municipal building	1	1	0	3	2	2
Restaurant	0	3	2	3	5	6
Work place	0	5	10	8	7	8
Other	2	1	1	2	0	3

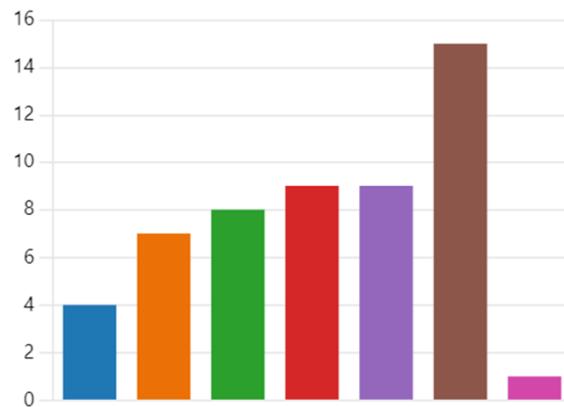
MEETING EXIT SURVEY

Each meeting attendee had the opportunity to complete a survey at the conclusion of the meeting. The attendees could complete the online survey on their phone or at home after the meeting on a computer or could complete the survey on paper and return it to before leaving the meeting. Paper survey results were entered online by a consultant. Of the 102 total attendees at the meetings, 53 completed surveys were received for a response rate of 52%. The results are summarized below:

1. Which community meeting did you attend?

[More Details](#)

	Gettysburg on October 16th	4
	Coatesville on October 19th	7
	Williamsport on October 23rd	8
	Erie on November 1st	9
	Reading on November 2nd	9
	Pittsburgh on November 8th	15
	I did not attend a meeting	1

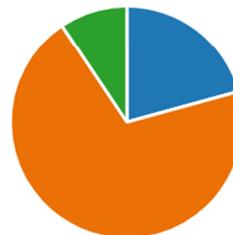


2. Thinking about your knowledge of Electric Vehicle Charging before the meeting and after the meeting would you say:

[More Details](#)

 Insights

	My knowledge increased signifi...	11
	I learned a few new things abou...	37
	I didn't learn anything new abo...	5





3. Thinking about your knowledge of the National Electric vehicle Infrastructure (NEVI) Program before the meeting and after the meeting would you say:

[More Details](#)

[Insights](#)

- My knowledge increased signifi... 26
- I learned a few new things abou... 26
- I didn't learn anything new abo... 1

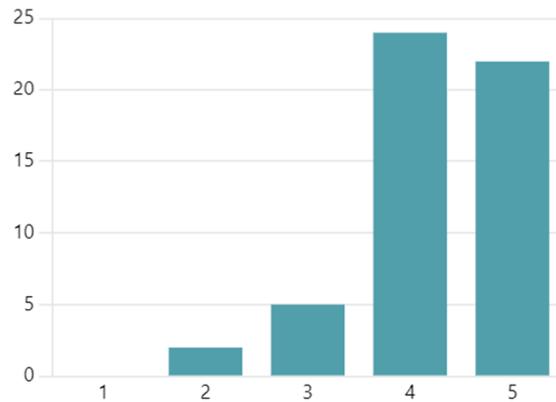


4. On a scale of 1 to 5, with 1 being not useful at all and 5 being very useful, did you find the community meeting to be meaningful?

[More Details](#)

[Insights](#)

4.25
Average Rating





5. What is something you expected to learn or discuss that was not covered in the meeting?

[More Details](#)

[Insights](#)

21
Responses

Latest Responses

"How can we help educate the public as you enter the community charging ..."



6. How likely are you to purchase an electric vehicle in the next 5 years?

[More Details](#)

- Already own one 18
- Considering as my next vehicle ... 12
- May consider in the future 20
- Not considering purchasing an ... 1



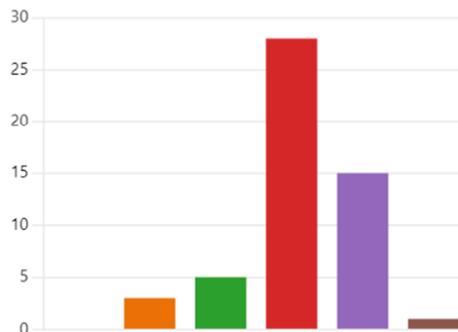
DEMOGRAPHIC INFORMATION: The following is the self-reported demographic data:

7. What is your age?

[More Details](#)

[Insights](#)

- Under 18 0
- 18-24 3
- 25-39 5
- 40-64 28
- 65 and over 15
- Prefer not to answer 1

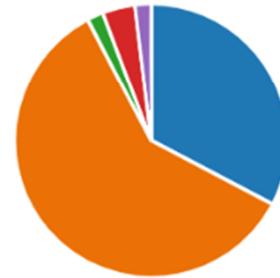


8. What is your gender?

[More Details](#)

Insights

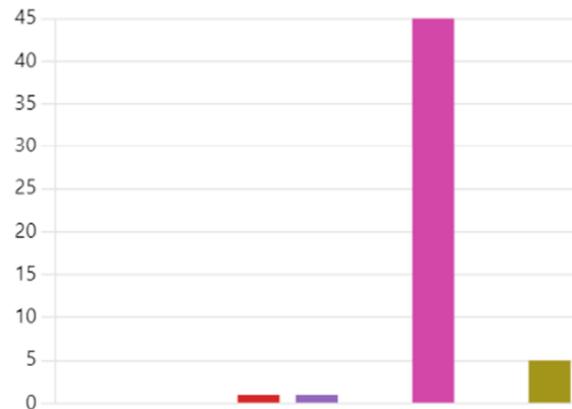
● Female	17
● Male	31
● Non-binary	1
● Prefer not to answer	2
● Other	1



9. What race and/ or ethnicity do you consider yourself?

[More Details](#)

● American Indian or Alaskan Indi...	0
● Asian	0
● Pacific Islander	0
● Black or African American	1
● Hispanic or Latino	1
● Middle East or North African	0
● White or Caucasian	45
● Another race/ ethnicity	0
● Prefer not to answer	5



10. Do you identify as having a disability? *An individual with a disability, as defined by the Americans with Disabilities Act, is a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.*

[More Details](#)

Insights

● Yes	1
● No	48
● Prefer not to answer	3



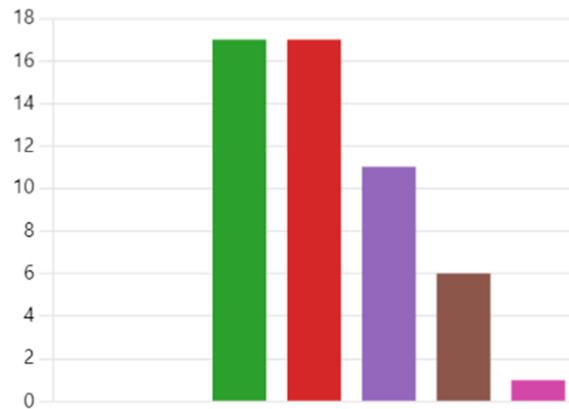


11. What is your household income?

[More Details](#)

[Insights](#)

Less than \$25,000	0
\$25,000 - \$49,999	0
\$50,000 - \$99,999	17
\$100,000 - \$200,000	17
More than \$200,000	11
Prefer not to answer	6
Other	1



12. Does your household have access to a vehicle?

[More Details](#)

[Insights](#)

Yes	52
No	1

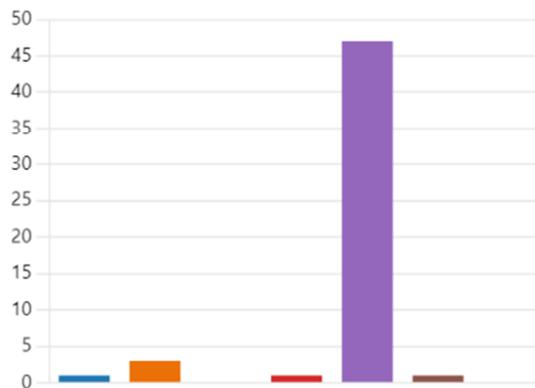


13. What is your primary mode(s) of transportation? (Of all of the trips you take in a week which do you use the most frequently?)

[More Details](#)

[Insights](#)

Walk	1
Bus/ Public transit	3
Taxi/ Ride hailing	0
Bicycle	1
Personal Vehicle (drive alone)	47
Carpool/ Someone drives me	1
Other	0



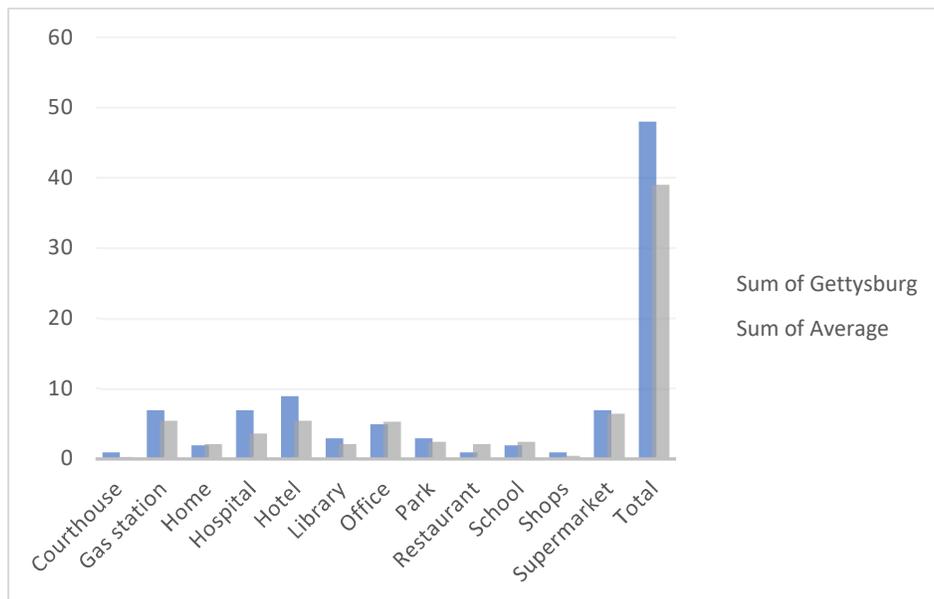


APPENDIX B: MEETING DETAILS

GETTYSBURG

The first of the Fall 2023 Community Meetings was held in Gettysburg on Monday October 16th at the Gettysburg Heritage Center. 21 people pre-registered and 18 attended including 3 walk-up attendees. Some attendees were EV owners, some discussed researching and shopping for EVs.

The results of the board exercise for Gettysburg compared to the average of all responses from the meetings shows higher than average participation and special interest in chargers at hospitals and hotels which aligns with the community demographics.





The menti.com poll results from the meeting are as follows:

In response to the question, “What do you see as the benefits of Electric Vehicles in your community?” the attendees responded:

- Clean air
- Less pollution Quieter neighborhoods
- Lower carbon footprint Efficiency
- Sustainability Air quality
- Affordable fueling Lower maintenance costs
- Jobs Clean air Efficiency
- Clean air
- Cleaner Less expensive
- Less Pollution More economical Affordable
- Less emissions
- Quiet
- Save the earth Join the 21st century

In response to the question, “Do you have any concerns with Electric Vehicles in your community?” the attendees responded:

- Reliable chargers
- Fast charging availability
- Educating new EV owners in the need to shift charging off peak
- Safety, fires
- Truly equitable charging opportunities
- Availability of charge points.
- Road kill 😞
- Safety, fires
- Regulated rates
- ICEing charging spots
- What will happen to those that still use gasoline, will they be left behind
- Chargers remaining relevant with advancing technology
- Charging standard shifts
- Accurate information on operating range
- No, but need fast charging, Gettysburg
- Fast charging in Gettysburg
- Cost for consumers
- Safety
- All is good
- How do we fund road projects with reduces gas tax?
- All is good for now

In response to the question, “What other information or resources do you want about EVs?,” the attendees responded:

- Safety info
- Battery replacement costs, used/damaged car recycling. Used EV values, etc



- Are the manufacturers actually profitable in producing EV vehicles? If not then EVs are not a sustainable alternative
- Safety issues, charging
- Charging new locations

In response to the question, “Based on your time here today, what are your thoughts on Electric Vehicles in your community?,” the attendees responded:

- I luv it !!!
- We need more!
- Could be a good option
- More charging spots too
- Hope to see more EVs
- There is still, imho, a certain “Emperor’s New Clothes” aspect to EVs.

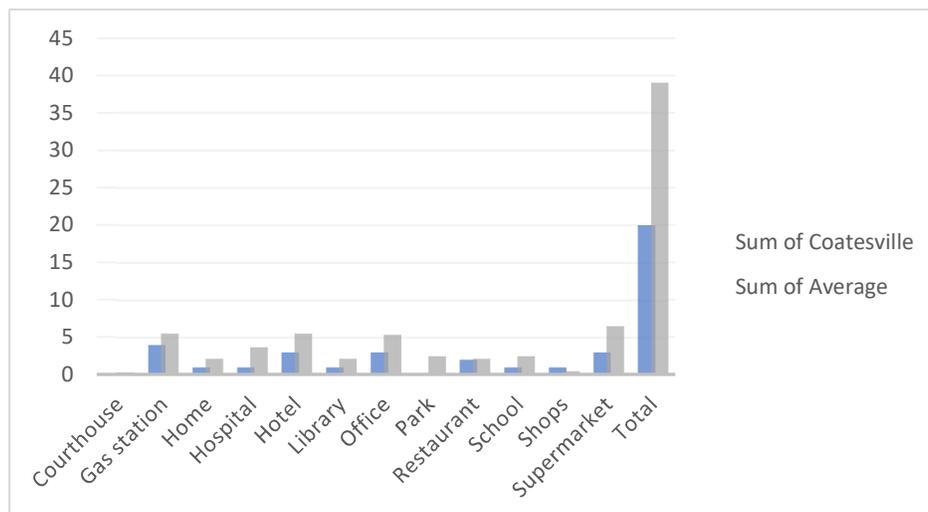
Key discussion items brought up in the meeting include:

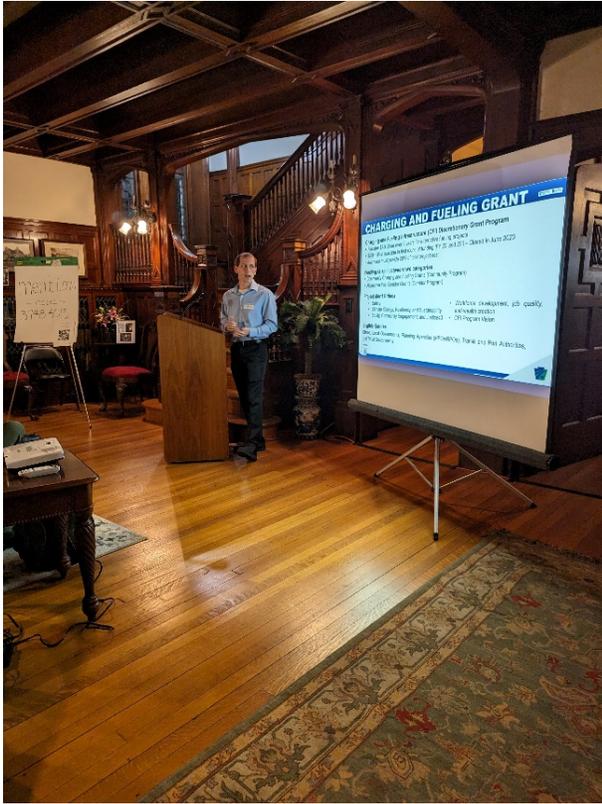
- Home charging station costs, rebates, and incentives,
- Parking concerns including losing on-street parking to charger spaces, losing parking meter revenue, locating chargers equitably between different retail areas, and preventing gas powered vehicles from using EV charging spaces,
- Losing statewide gas tax revenue.

COATESVILLE

The second Community Meeting was held on Thursday October 19th in Coatesville at the Graystone Mansion at the National Iron and Steel Heritage Museum. 20 people pre-registered online, 12 of those pre-registered attended in addition to 4 walk-ins. Note that some attendees came as a couple and only registered one name. The actual attendance was 14 people.

The results of the board exercise from Coatesville are shown in the graph below. Responses were lower than average at this meeting, but preferred charging station locations align with the average of all the meetings.





The menti.com poll results are as follows:

In response to the question, “What do you see as the benefits of Electric Vehicles in your community?” the attendees responded:

- Clean air
- Air quality Noise reduction Lower operating cost
- Pollution Noise
- Cleaning emissions
- Air quality
- Cleaner air Lower GHG contribution
- Air quality Resilience Jobs
- Sustainable
- Cleaner air Less noise Better future for our kid
- Clean Future Savings

In response to the question, “Do you have any concerns with Electric Vehicles in your community?” the attendees responded:

- No
- Education for fire departments
- None
- That they will not come fast enough
- Lack of DC Fast Charging
- Battery education



- Safety concerns with batteries
- Safety concerns with batteries
- Flooding
- Keeping the focus on cars instead of developing a truly multimodal transportation system
- Equitable access
- High up front costs
- How will road taxes be determined
- How the EV industry would affect the workforce that currently employs gas and diesel engines cars, parts, services businesses, etc ?
- Spotty up times at Fast Charging stations
- Incentivizing other modes of transport first
- What happens to used batteries
- Range anxiety

In response to the question, “What other information or resources do you want about EVs?,” the attendees responded:

- Tire wear concerns
- Charging stations, their technology interface, and apps for charging/payment.
- Timeline for local gov guidebook?
- Standardization
- Are e bikes considered at all? Can they be charged at a station?
- Individual safety training for battery use/charging
- ADA compliance
- Integrated in the land planning process

In response to the question, “Based on your time here today, what are your thoughts on Electric Vehicles in your community?,” the attendees responded:

- I am even more committed to going EV
- Very informative,
- Thank you for all of this clearly laid out info!
- Let the private sector handle most of the build out. Charging has to make money
- Integrated in the community land planning process
- Cleaner car lines at schools
- Many people are left behind in this trend due to the costs associated with accessing these cars
- It’s growing!

Key discussion items in the meeting included the following:

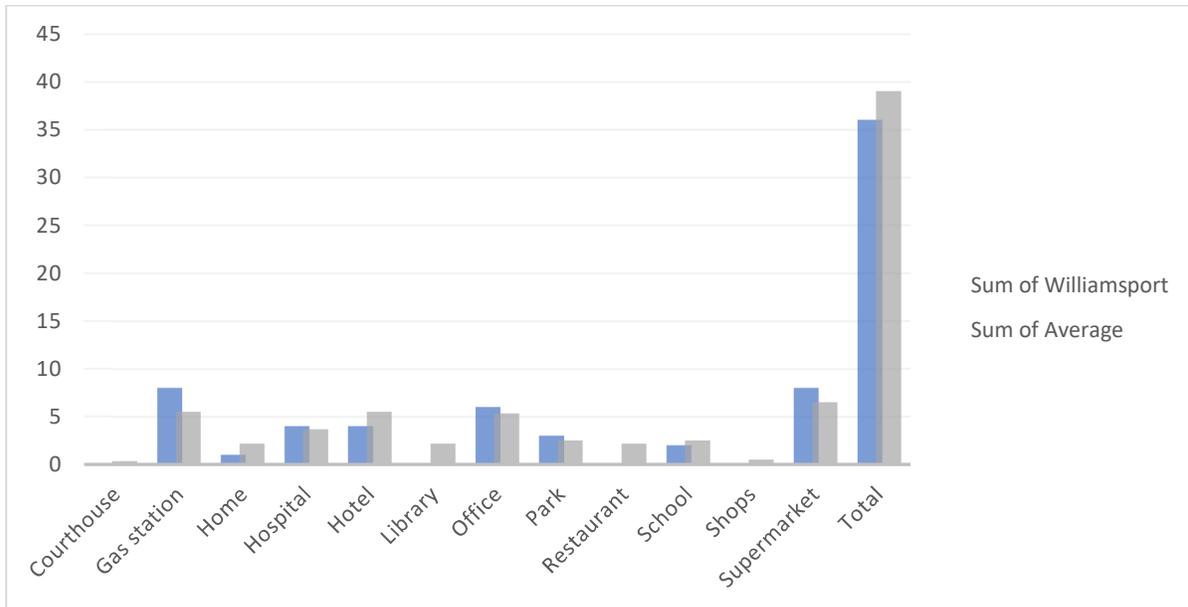
- The cost to use a public DC fast charging station,
- Renewable energy sources for the charging stations,
- Construction and operating standards and reliability and uptime requirements for the NEVI charging stations and penalties for non-compliance,
- Availability of materials and labor to meet the program schedule,
- Replacement of the lost gas tax revenue.



WILLIAMSPORT

The third Community Meeting was held on October 23 in downtown Williamsport at the Michael Ross Event Center. Eighteen people pre-registered and 13 attended, including four walk-ins. Attendees included representatives from a local college and a car dealership corporation.

The results of the board exercise from Williamsport are shown in the graph below. Responses were slightly lower than average at this meeting, but preferred charging station locations align with the average of all the meetings with the most interest in locations at gas stations, office buildings and supermarkets.



The menti.com poll results are as follows:



In response to the question, “What do you see as the benefits of Electric Vehicles in your community?” the attendees responded:

- Environment
- Increase development
- Less pollution Jobs in the area
- noise no oil changes
- Less direct emissions More jobs
- New job growth
- Emission reduction Environmental benefits Job creation
- Lower cost of ownership
- Lower emissions
- Emission reduction Opportunity

In response to the question, “Do you have any concerns with Electric Vehicles in your community?” the attendees responded:

- No
- Battery fires
- Fire safety
- Fires
- Battery Pollution
- Community education on them
- battery replacement and life
- Battery fires. Too quiet in parking lots. Battery disposal.
- Government forcing electric vehicles on the public
- What is the 10yr and beyond plan?

In response to the question, “What other information or resources do you want about EVs?,” the attendees responded:

- Usage fees.
- More information on how to find/train EV certified electricians
- First responders education
- Moving way too fast to electric vehicles.

In response to the question, “Based on your time here today, what are your thoughts on Electric Vehicles in your community?,” the attendees responded:

- Excited to see more!
- Still too many unknowns
- On the cusp of major growth and adoption
- Should proceed without incentives.
- They are coming, but would like to see infrastructure catch up
- Good to get off fossil fuels.

The attendees were engaged during the meeting and asked many questions including:



In response to the question, “What do you see as the benefits of Electric Vehicles in your community?” the attendees responded:

- Reduce emissions
- Greenhouse gases quiet
- Cleaner air Lower emissions Green visibility
- Survival
- Less Noise
- Green Energy State leader Economic opportunity
- More amenities for tourists
- Efficient
- Reduce Carbon footprint Lower emissions
- Environment Technology
- Greener Sustainable
- Lower green house gases

In response to the question, “Do you have any concerns with Electric Vehicles in your community?” the attendees responded:

- How to fund transportation without gas tax
- Difficulty finding charging stations
- Accessibility is key
- Charging stations in rural areas are last
- Having enough charging stations
- Repair infrastructure, can the auto shops fix these cars?
- Finding charging stations
- Lack of superchargers in rural areas
- Strain on the grid during peak times (summer, high AC usage)
- Battery Life and replacement cost
- Life span of batteries and replacement costs
- Pedestrians don't hear the quiet vehicles
- The electric grid in Erie is in bad shape. I'm concerned that the power company is not down with the transition and will impede progress
- Rural leisure travel will be limited
- Weight
- affordable chargers, access to all areas. safety.
- Lack of support from power companies
- Downtime due to charging
- Stopped vehicles on the road
- Risk to first responders during EV involved incidents
- Lifespan and maintenance cost of charging stations
- Because industry is so new, lack of options - charging stations, repair shops, accessories, etc.
- Hosting capacity on feeder lines into Erie to determine how many chargers can be added to a particular feeder line.



In response to the question, “What other information or resources do you want about EVs?,” the attendees responded:

- State grant info sheet. Displaying all active government and non-governmental grant opportunities
- more public info pushed out via tv, newspaper etc to EDUCATE people about EV’s and dispel the MYTHS that are popping up
- How to learn about the different charging rates of ev vehicles
- Training for auto shops, first responders, towing services, etc.
- The cost of purchasing, installing, and maintaining a charging station.
- Help educate potential buyers what you need to know before purchasing. Manufacturers aren't necessarily providing this info.

In response to the question, “Based on your time here today, what are your thoughts on Electric Vehicles in your community?,” the attendees responded:

- Looking forward to an EV PA!
- Erie is behind the times and will be “behind” for years. state and local governments will need to push the technology
- Technical assistance for rural counties that are thinking about a regional project would be very helpful.
- When will applications be open for round 2 funding?
- Expanded infrastructure is needed. Excited to see more and more EVs on the roads.

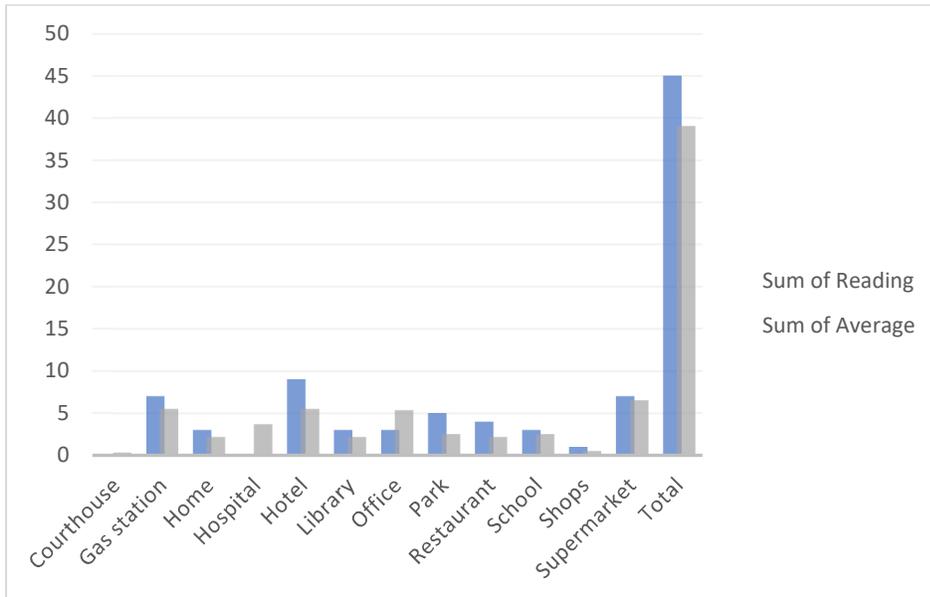
Attendees in the meeting included representatives from nearby counties and local government. They were interested in EV funding programs and provided feedback on their experience. The other key discussions during the meeting centered around the details about charging station construction and laws. Attendees wanted to know if the power grid can handle numerous new charging stations, if their charger rate costs are publicly available, if there are standards for the NEVI-funded stations and if non-compliance is enforceable. There were questions about how to service a vehicle that runs out of charge, how to encourage EVs to vacate charging spaces when charging is complete. Lastly, attendees asked if PennDOT could be or direct interested parties to a clearing house of information about purchasing, owning, and operating an electric vehicle.



READING

The Reading Community Meeting was held on Thursday November 2nd at Goggleworks. The meeting saw 21 people pre-register and 18 attend including 8 walk-ins.

The results of the board exercise from Reading are shown in the graph below. Responses were higher than average at this meeting, with the most interest in seeing EV charging stations at hotels.



The attendees included several EV owners and others already educated about EVs. Attendees asked about the reported schedule of the NEVI program and construction of the NEVI and other chargers in the area. There was a discussion about level 2 chargers versus DC fast chargers and the different revenue models for EV charging station operators. Currently, there are several free level 2 chargers and one attendee advocated for more stations using this model, but others



felt that model is unsustainable as it does not serve the need for those who cannot install a charger at their residence.

The menti.com results for the meeting are as follows:

In response to the question, "What do you see as the benefits of Electric Vehicles in your community?" the attendees responded:

- Economic Development
- Clean Quiet Healthy
- Clean air Less noise
- Noise pollution Lower cost Lower carbon footprint
- Less Contamination
- Less noise Cleaner air
- Health
- Clean Quiet
- Style
- Clean Quiet Inexpensive
- Emissions Sound
- Reduced operational cost
- Pollution Reduction Equity

In response to the question, "Do you have any concerns with Electric Vehicles in your community?" the attendees responded:

- Pedestrian safety
- EV Haters
- Grid vulnerability
- Crash safety
- Waiting for chargers
- Faster driving!
- "Supply
- Range"
- Property owners won't invest in EV infrastructure
- Battery disposal
- Effects on roads and other infrastructure like parking garages with the added weight of EVs
- Battery fires!
- Equity, where to charge for city residents without driveways?
- Providing sufficient charging options in densely populated urban areas.
- "Accessibility for marginalized populations
- Acceptance from community"
- Charging at housing communities
- Loss of liquid fuel taxes to fund roads
- Lines at charging stations
- Inadequately planned and executed fast charge networks. Best to have the big players do it, and not small 2-4 stall installs which in a few years will be inadequate.



- Bright future with EVs taking off!

In response to the question, “What other information or resources do you want about EVs?,” there were no responses recorded.

In response to the question, “Based on your time here today, what are your thoughts on Electric Vehicles in your community?,” the attendees responded:

- Encouraged
- Will grow in popularity over time.
- Great for economy and ecology!
- The more the better
- I see many transition challenges for the City of Reading
- It’s an important step towards growth and development that is centered in environmental consciousness and responsibility
- If the infrastructure is implemented properly, could be fantastic
- Slow adaptation but continued education will grow the interest and commitment to the technology
- Hopeful that smart people are using limited resources (\$, real estate, electricity) to advance our community’s ability to run on electric vehicles
- I see EVs as wonderful for local driving. I don’t see distance driving as being feasible in the near future.

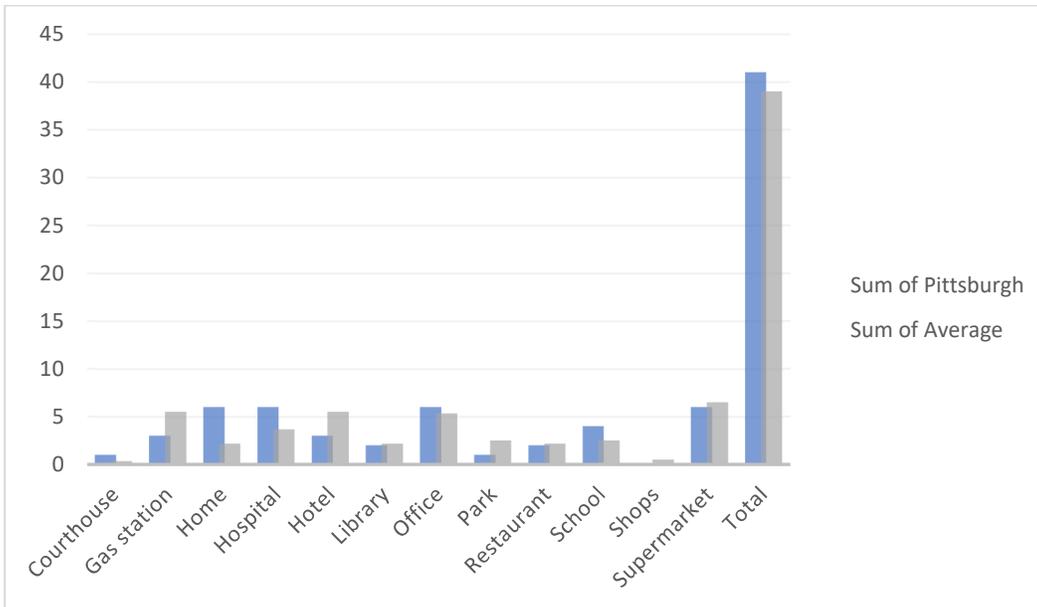
Attendees asked if spaces in public parking garages could be retrofitted to be EV charging stations for nearby residents. An attendee asked for the presenters to provide information about medium and heavy-duty vehicles converting to electric or other alternate fuels.



PITTSBURGH

The Pittsburgh Community Meeting was held on Wednesday November 8th at the Southwestern Pennsylvania Commission offices. 47 people pre-registered for the meeting and 22 attended, including 2 walk-ins.

The results of the board exercise from Pittsburgh are shown in the graph below. Responses were higher than average at this meeting, with the preferred locations aligning with the average responses from all meetings except for the high number of responses to home and hospital charger locations.





The menti.com results for the meeting are as follows:

In response to the question, “What do you see as the benefits of Electric Vehicles in your community?” the attendees responded:

- Air quality Operating costs Climate change
- Economic development Cleaner emissions
- Clean transport
- Sustainable Clean Cost effective
- Beautification Jobs Air quality
- Clean air Resilience Quiet
- Clean air Quiet
- Save money More options Economic development
- Clean air Grid management Jobs
- Cleaner emissions
- Noise reduction Air quality Jobs
- ecological sustainable fuel forward
- Cleaner air Less pollution Fuel efficiency
- Clean air Cost effective Equity
- sound levels
- Less emissions Possible less carbon footprint Quiet

In response to the question, “Do you have any concerns with Electric Vehicles in your community?” the attendees responded:

- Charging access
- Inequity
- Cost and availability of vehicles
- Keep charging costs reasonable
- Charging Costs
- Infrastructure
- Workforce
- Not enough chargers
- What are Emergency service concerns
- Education around safety
- Loss of regular parking
- Inequities in accessibility
- longevity
- Equity - need a broader range of vehicles
- Vehicle weight
- Vandalism
- Where to charge if you live somewhere with street parking
- Vehicle weight public safety
- Heavier vehicles' impact on roads, pedestrian safety, etc.
- Pace of innovation
- Available transit
- Reliable charging equipment that works all the time



- Overall costs vehicle, grid improvement cost. True carbon footprint higher. Charging infrastructure cost.
- "RESIDENTIAL access
- Insufficient Type 2 charging station
- Considerate usage at public stations"
- Reliability and availability of repair services when needed
- Ensuring there is Public education about EVs and the infrastructure behind them as well as meeting folks where they are/community needs with respect to installation sites
- Service and support of vehicles and chargers
- Battery recycling
- Battery disposal
- Gas vehicles occupying EV parking spaces
- electricity rates
- It is bland to see so many Tesla model 3s
- Who has access to the data that should be public
- Battery replacement costs
- With the arch2 announcement more information on fcevs would be of merit
- Consumer education on battery chemistry and fast charging impacts. Lfp vs other chemistry
- Does PennDOT have a plan to continue developing EV charging if federal money stops

In response to the question, "What other information or resources do you want about EVs?," the attendees responded:

- Best locations that ID where to charge
- EV models
- A "live" up time map of nevi projects
- How to shop for an EV
- Has PennDOT begun considering priorities for the eventual community charging phase of NEVI?
- How do we get municipality buy-in and action to install accessible residential stations?
- Grant help for securing community funds
- How do ensure people move their cars when they are done charging to open the space?
- A PennDOT community EV feed back board
- If consumers are buying hybrids at an accelerated rate and in PA are far ahead of EVs are we misleading the real trend.
- Used vehicles
- Is PA joining the ZEV program still in the pipeline?
- Will Penn Dot or State government advocate no hybrids after say 2030
- Fcev education in addition to bev, battery chemistry performance with fast charging (lfp vs other)
- It's not easy.
- Get ready need to embrace this trend
- Installation can't happen fast enough.
- Lack of access for the actual communities. Huge lag until equitable access is happening



In response to the question, “Based on your time here today, what are your thoughts on Electric Vehicles in your community?,” the attendees responded:

- I’m all in. I want to see them become available for everyone.
- Very optimistic about growth of EV in the area
- Make it happen!
- Good that the state is being a leader for electric vehicles
- Glad to see leadership across all levels of government
- Need more community charging in dense neighborhoods
- Difficult to have them.
- Infrastructure cannot happen fast enough.
- It’s a big hill and we are only a few steps up from the bottom but lot of possibilities for creative solutions
- Type 2 locations are inconvenient.
- Need more info about multi unit dwellings
- Wish more people were buying-in.

Pittsburgh was the largest city to host a community meeting and saw the largest attendance. Attendees asked and discussed the following:

- How PennDOT is allocating the NEVI funding ,
- How disadvantaged communities are determined,
- The schedule of the NEVI program,
- How the electric utility providers are charging for the electricity provided,
- If PennDOT will continue to support EV initiatives after the federal funds are exhausted,
- If PennDOT was investing in EVs for their fleet vehicles.



APPENDIX C: ADDITIONAL COMMUNITY COMMENTS

- Funding opportunities and workforce
- Overview of Round 2 of the NEVI funding and new eligible areas
- NEVI program and EV market
- Contracting
- Charging costs
- The process for selection of charging stations
- Community interest in EV charging
- EV needs around the PGH area, initiatives, and funding available
- Residential Access
- Locations where NEVI opportunities exist for Round 1A
- How we can move quickly from Gas powered to Electric vehicles and learn the benefits of doing this
- Community interest and understandings about in EVSE + community barriers to entry into the EV landscape
- PA NEVI plan and other initiatives on EV charging
- Electric utility interest
- Giving feedback on where and how charging infrastructure will make the most impact
- What are the funding opportunities and how to access them
- Electric Vehicle Charging Opportunities for Construction
- Charging stations in elk county
- Expansion of level 3 EV charging in the central pa region and along 81 and 84
- EV charging station Contracting opportunities
- Education & Workforce Development component of the EV segment in the automotive, distribution, and energy industries
- EV charging station requirements - access to site, electrical requirements, payment, etc.
- Charging Infrastructure and Customer Needs for Car Dealerships
- The National Electric Vehicle Infrastructure (NEVI) Program which could help us with funding options when doing comprehensive plans projects for community planning
- Business
- Funding for EV installation & maintenance contractors, project opportunities to install infrastructure for the State
- The impact of these efforts on our electric infrastructure.
- Funding for purchasing and installing EV charger stations at a public library in Fox Chapel
- EVs use storage devices ONLY (immediately starts to deteriorate because EVs DON'T GENERATE ENERGY!)...key question is WHY is PA WASTING TAXPAYER \$ on a NEVI & why isn't taxpayer \$ being invested in hydrogen fuels/infrastructure (hydrogen actually generates ENERGY)? Will NEVER use an EV for base load transportation...EVs are only practical for local (short hops) transportation....
- Incentive programs
- Electric vehicle charging for different areas throughout Allegheny County
- We need more non-tesla superchargers (I drive a Nissan Leaf)
- NEVI, AFC and Charging needs of medium and heavy-duty vehicles



- Opportunity for our automotive business
- I want to diversify EV charging opportunities
- First, I'm interested in learning about why there is no Online Option for attending the meetings for those of us with debilitating anxiety issues
- Funding for local governments for the establishment of EV Charging stations.
- Bringing charging stations to my community
- I work for EV charger manufacturer
- Will a webinar to discuss Round 1A be offered
- How to provide input for Lycoming county and nearby nevi and other grants for non tesla Evs.
- Community needs vs charging requirements
- Future plans for EV charging in the strip (District in Downton Pittsburgh where the meeting was held)
- Commercial Infrastructure
- Procurement Opportunities
- MD/HD Commercial Vehicle Corridor Charging Consideration
- Community plans and opportunities
- Municipal responsibility for upkeep of charging stations
- What are potential barriers
- Plans for L3 (& any L2) charging expansion and maintenance; possible legislation for violations of charging etiquette (e.g., ICE vehicle occupying charging parking space)
- Fast charging stations in Gettysburg, and I-15 north and south
- Fast charging stations, and any fast charging stations on I-15 north and south
- impact of EV charging on the electrical grid
- EV Grants for small municipalities
- Receiving Grants for electric charging station
- What are the employment implications of the increased demand for electric vehicle maintenance and repair services, and how is the workforce being trained to meet these demands?
- Community and Business Needs for EV Charging
- virtual connection to meetings
- PA charging tax requirements
- EV charging stations for a business
- The plans and future of electric cars in Erie County
- Community interest and who is interested
- The plans for rounds of funding that are off main corridors and how best to support the more insular charging setups.
- Private residential curbside Type 2, 240 volt charging
- are there any rebates or incentives available?
- Residential Funding
- When and where quick chargers will be installed and price controls on the chargers. Will level 2 chargers continue to be free. How to control
- Infrastructure improvement. Availability of charging locations.
- How can people in apartment buildings in congested cities or those living on narrow streets with row homes avail themselves of charging close to their residences?



- Future DC fast charger locations for my BMW i3
- Funding for public EV charging stations including addition of solar and battery storage.
- Any and all information on the NEVI plan and the roll out of EV charging stations
- Funding for community charging
- How has the City of Pittsburgh created a reliable and accessible electric vehicle charging network?
- Accurate information regarding EV trucks: higher costs, range on Pittsburgh region hills, cost of charging stations etc