

Committee on Streets and Services
March 21, 2017

COUNCIL OF THE CITY OF PHILADELPHIA
COMMITTEE ON STREETS AND SERVICES

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, March 21, 2017
10:19 a.m.

PRESENT:

COUNCILMAN MARK SQUILLA - CHAIR
COUNCILWOMAN MARIA D. QUINONES-SANCHEZ - VICE
COUNCILWOMAN CINDY BASS
COUNCILMAN WILLIAM K. GREENLEE
COUNCILMAN DAVID OH
COUNCILMAN AL TAUBENBERGER

ALSO PRESENT:

COUNCIL PRESIDENT DARRELL L. CLARKE

BILLS: 161057, 161108, 170001, 170003,
170004, 170010, 170014, 170018,
170020, 170092, 170093, 170111,
170112, 170113, 170163, 170193, 170202

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2 COUNCILMAN SQUILLA: Good morning,
3 everyone. We'd like to start our Streets
4 and Services hearing.

5 I would just like to say for the start,
6 we have a quorum. To our left, Council
7 President Clarke, Councilman Greenlee, to my
8 right Councilman Oh.

9 Sean, would you like to read the -- oh,
10 before we start, Bill No. 161108 and Bill
11 No. 170163 are on hold at the call of the
12 sponsor. Thank you.

13 Before we start reading the titles of
14 the next bill -- all right. Thank you.

15 Sean, please read the title of the first
16 bill.

17 CLERK: Bill No. 170202: An Ordinance
18 removing the parking lane and prohibiting
19 stopping on the south side of Lewis Street,
20 between Delaware Avenue and Richmond Street.

21 COUNCILMAN SQUILLA: Thank you, Nick.

22 Just state your name for the record and
23 proceed with your testimony.

24 MR. CINCIRUK: Good morning,

1 Mr. Chairman and Members of the Committee.
2 Thank you for the opportunity to appear
3 before you today. My name is Nick Cinciruk,
4 District Traffic Engineer for the Department
5 of Streets. I'm here today to offer
6 testimony on Bill No. 170202.

7 The Department of Streets is in favor of
8 this bill. We will place the signs for this
9 regulation as part of the Frankford Greenlee
10 Project, which will establish a shared
11 bicycle and pedestrian path on Lewis Street
12 between these limits. We estimate that this
13 project will be completed in the fall of
14 2017.

15 Thank you for the opportunity to appear
16 before you today. I would be happy to
17 answer any questions you may have at this
18 time.

19 COUNCILMAN SQUILLA: Thank you, Nick. I
20 also like to mention Councilwoman Bass is
21 also present at the hearing.

22 Is there anybody -- any questions?
23 Anyone else here to testify on Bill No.
24 16 -- 170202?

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1 Seeing none, Mr. McMonagle, please read
2 the title of the next bill.

3 CLERK: Bill No. 17004: An Ordinance
4 authorizing the revision of lines and grades
5 on a portion of City Plan No. 123 by
6 striking from the City Plan Euclid Avenue
7 from Fifteenth Street to Sixteenth Street,
8 under certain terms and conditions.

9 COUNCILMAN SQUILLA: Frank and Sarah,
10 whoever wants to start, just state your name
11 for the record and proceed with your
12 testimony.

13 MR. MORELLI: Good morning, Mr. Chairman
14 and Members of the Committee. My name is
15 Frank Morelli, Survey Bureau Manager for the
16 Department of Streets. The Department of
17 Streets would like to offer the following
18 testimony on Bill No. 170004.

19 This is not an administration ordinance,
20 but an ordinance requested by Mr. Neil
21 Sklaroff of Ballard Spahr representing
22 Temple University.

23 The purpose of this ordinance is to
24 authorize the striking from the City Plan of

1 Euclid Avenue from 15th Street to 16th
2 Street. The section of Euclid Avenue
3 proposed to be stricken is not paved and not
4 open to public traffic. This action has
5 been requested to clear land area for
6 construction of the proposed new Temple
7 University Student Health and Wellness
8 Center.

9 This ordinance is supported by the
10 Department of Streets and recommended to
11 your committee for favorable action.

12 MS. CHIU: Good morning, Chairman
13 Squilla and Members of Streets and Services
14 Committee. I'm Sarah Chiu, City Planner
15 with Philadelphia City Planning Commission.
16 I'm here to testify on Bill No. 170004,
17 which was introduced by Councilmember
18 Greenlee for Council President Clarke on
19 January 26, 2017.

20 The purpose of this ordinance is to
21 strike Euclid Avenue from 15th to 16th
22 Streets. It is consistent with the previous
23 Zoning Bill No. 150145, the master plan
24 amendments in spins district, which was

1 approved by the Planning Commission in
2 March 2015.

3 Additionally, the proposed Temple
4 University Student Health and Wellness
5 Center was reviewed and approved by the
6 Civic Design Review Committee in June 2016.
7 Therefore, at its meeting on February 21,
8 2017, the City Planning Commission
9 recommended a Bill No. 170004 be approved as
10 item in accord with previous policy.

11 This concludes my testimony. Appreciate
12 the opportunity to testify before you today.
13 And be pleased to answer any questions you
14 may have.

15 COUNCILMAN SQUILLA: Thank you for your
16 testimony.

17 Are there any questions?

18 Seeing none, is there anyone else here
19 to testify on Bill No. 170004?

20 (No further testimony.)

21 COUNCILMAN SQUILLA: Thank you.

22 And, Mr. McMonagle, please read the
23 title of the next bill.

24 CLERK: Bill No. 170111: An Ordinance

1 accepting -- an Ordinance authorizing
2 acceptance of the dedication to the City of
3 the bed of Westmoreland Street from a point
4 approximately one-hundred ninety-seven feet
5 west of Third Street to a point
6 approximately sixty-six feet further
7 westwardly therefrom and authorizing
8 acceptance of the grant of the City of
9 certain areas adjacent to the said
10 Westmoreland Street as slope easements,
11 under certain terms and conditions.

12 MR. MORELLI: Good morning, Mr. Chairman
13 and Members of the Committee. My name is
14 Frank Morelli, Survey Bureau Manager of the
15 Department of Streets. The Department of
16 Streets would like to offer the following
17 testimony on Bill No. 170111.

18 This is an administration ordinance
19 submitted by the Department of Streets. The
20 purpose of this ordinance is to authorize
21 the acquisition from the Philadelphia School
22 District of the bed of a portion of
23 Westmoreland Street between 3rd Street and
24 4th Street and accompanying slope easements

1 as required for proposed roadway
2 construction through this area.

3 The City has received a grant to
4 eliminate the gap in Westmoreland Street at
5 this location. The portion of Westmoreland
6 Street proposed to be constructed will cross
7 a portion of a former railroad right of way
8 now owned by the School District. Slope
9 easements are required on either side of the
10 proposed roadway to ensure proper support
11 and drainage.

12 This ordinance is supported by the
13 Department of Streets and recommended to
14 your Committee for favorable action.

15 MS. CHIU: Good morning, Chairman
16 Squilla and Members of Streets and Services
17 Committee. I'm Sarah Chiu, City Planner
18 with the Philadelphia City Planning
19 Commission. I'm here to testify on Bill No.
20 170111, which was introduced by
21 Councilmember Sanchez on February 9, 2017.

22 The purpose of this ordinance is to
23 accept a deeds dedication from the School
24 District of Philadelphia granting to the

1 City for use the bed of Westmoreland Street
2 as a public street from 3rd to 4th Street,
3 provided that the said dedication is made
4 without cost to the City and free and clear
5 of all encumbrances.

6 This action is to assist removing of the
7 existing pedestrian bridge and the
8 construction of a new street at this
9 location. The City has received a title
10 grant to construct previously unpaved
11 portion of Westmoreland Street. The
12 elevated pedestrian bridge will be replaced
13 with a full street bridge, which will also
14 feature sidewalks and bike lanes.

15 At its meeting on February 21, 2017, the
16 Planning Commission recommended that Bill
17 No. 170111 be approved. This concludes my
18 testimony. I appreciate the opportunity to
19 testify before you today, and be pleased to
20 answer any questions you may have.

21 COUNCILMAN SQUILLA: Thank you for your
22 testimony.

23 Any questions?

24 Seeing none, is anyone here to testify,

1 anyone else to testify, on Bill No. 170111?

2 Seeing none, Mr. McMonagle -- thank you
3 for your testimony.

4 Mr. McMonagle, please read the title of
5 the next bill.

6 CLERK: Bill No. 161057: An Ordinance
7 authorizing EB Realty Management to
8 construct, own and maintain a building
9 encroachments at 699 North Broad Street,
10 Philadelphia, PA, 19123, under certain terms
11 and conditions.

12 COUNCILMAN SQUILLA: Sarah, you want to
13 start?

14 MR. TORRENCE: Good morning, Chairman
15 Squilla and Members of the Streets and
16 Services Committee. I am St. Martin
17 Torrence. I'm the Director of Legislative
18 Affairs for the Department of Streets. I'm
19 here to offer testimony on Bill No. 161057.

20 This bill authorizes EB Realty
21 Management to construct, own and maintain a
22 building encroachment at 699 North Broad
23 Street, Philadelphia, PA 19123 under certain
24 terms and conditions.

1 I have testimony submitted. The Streets
2 Department does support this encroachment.
3 Thank you for your time. This concludes my
4 testimony.

5 COUNCILMAN SQUILLA: Thank you.

6 MS. CHIU: Good morning, Chairman
7 Squilla and Members of Street and Services
8 Committee. I'm Sarah Chiu, City Planner
9 with the Philadelphia City Planning
10 Commission. I'm here to testify on Bill No.
11 161057, which was introduced by
12 Councilmember Greenlee for Council President
13 Clarke on December 1, 2016.

14 The purpose of this ordinance is to
15 permit a construction of an elevator and
16 associated structure from the basement level
17 of 699 North Broad Street extending out onto
18 the north footway of Fairmount Avenue. The
19 elevator will encroach approximately 7 feet
20 9 inches on the footway with the remaining 5
21 feet 4 inches while in use. While not in
22 use, the elevator is covered with metal lids
23 and flush to the ground with a 12 feet
24 walkable space.

1 The elevator is to provide trash and
2 other services for the building. This
3 encroachment meets the minimum recommended
4 as walking zone per the Complete Street
5 Policy. Therefore, at its meeting on
6 December 13, 2016, the City Planning
7 Commission recommended Bill No. 161057 be
8 approved.

9 This concludes my testimony. I
10 appreciate the opportunity to testify before
11 you today. And be pleased to answer any
12 questions you may have.

13 COUNCILMAN SQUILLA: Any questions?

14 Seeing none, is there anyone else here
15 to testify on Bill No. 161057?

16 (No further testimony.)

17 Again, thank you for your testimony.

18 Mr. McMonagle, please read the title of
19 the next bill.

20 CLERK: Bill No. 170018: An Ordinance
21 authorizing Adam S. Harbin to construct, own
22 and maintain various planter box
23 encroachments at 339 North Broad Street,
24 Philadelphia, PA 19107, under certain terms

1 and conditions.

2 MR. TORRENCE: Good morning, Chairman
3 Squilla and Members of the Streets and
4 Services Committee. My name is St. Martin
5 Torrence. I'm the Director of Legislative
6 Affairs for the Department of Streets. I'm
7 here to offer testimony on Bill No. 170018.

8 This bill authorizes Adam S. Harbin to
9 construct, own and maintain the various
10 planter box encroachments at 339 North Broad
11 Street, Philadelphia, PA 19107, under
12 certain terms and conditions as follows.

13 My testimony is submitted. And the
14 Streets Departments supports this
15 encroachment. Thank you for your time.
16 This concludes my testimony.

17 COUNCILMAN SQUILLA: Thank you.

18 Are there any questions?

19 Seeing none, anyone else here to testify
20 on Bill No. 170018?

21 Seeing none, Mr. McMonagle, please read
22 title of the next bill.

23 CLERK: Bill No 170193: An Ordinance
24 authorizing Adam S. Harbin to construct, own

1 and maintain various planter box
2 encroachments at 332-334 North Broad Street,
3 Philadelphia, PA, 19107, under certain terms
4 and conditions.

5 MR. TORRENCE: Good morning, Chairman
6 Squilla and Members of the Streets and
7 Services Committee. My name is St. Martin
8 Torrence. I'm the Director of Legislative
9 Affairs for the Department of Streets. I'm
10 here to offer testimony on Bill No. 170193.

11 This bill authorizes Adam S. Harbin to
12 construct, own and maintain various planter
13 box encroachments at 332-334 North Broad
14 Street, Philadelphia, PA 19107, under
15 certain terms and conditions as follows.

16 My testimony is submitted. And we
17 support this encroachment. Thank you for
18 your time. This concludes my testimony.

19 COUNCILMAN SQUILLA: Thank you. And I
20 do see your testimony is submitted. And
21 it's quite lengthy. Thank you for keeping
22 that brief and understanding that we do
23 support this encroachment.

24 Is there any questions?

1 Seeing none, anyone else here to testify
2 on Bill No. 170193?

3 Seeing none, Mr. McMonagle, please read
4 the title of the next bill.

5 CLERK: Bill No. 170020: An Ordinance
6 revising parking restrictions on Bethlehem
7 Pike, east side, between Chestnut Hill Ave
8 and Newton Street.

9 COUNCILMAN SQUILLA: And I believe this
10 is the -- testified on the amended version.

11 MR. TORRENCE: Yes. Just one second.
12 Sorry.

13 COUNCILMAN SQUILLA: That's okay.

14 MR. TORRENCE: Good morning, Chairman
15 Squilla and Members of the Committee. Thank
16 you for the opportunity to be here before
17 you today. My name is St. Martin Torrence.
18 I'm the Director of Legislative Affairs.
19 I'm here to offer testimony on Bill No.
20 170020 as amended.

21 And the Streets Department has no
22 objections to this amendment.

23 Thank you.

24 COUNCILMAN SQUILLA: Thank you for your

1 testimony.

2 Are there any questions?

3 Seeing none, is there anyone else here
4 to testify on Bill No. 170020?

5 Seeing none, Mr. McMonagle, please the
6 read the title of the next bill.

7 CLERK: Bill No. 170092: An Ordinance
8 authorizing Hy Goldberg to construct, own
9 and maintain a bench encroachment at 701
10 Sansom Street, Philadelphia, PA 19106, under
11 certain terms and conditions.

12 MR. TORRENCE: Good morning, Chairman
13 Squilla, Members of the Streets and Services
14 Committee. My name is St. Martin Torrence.
15 I'm the Director of Legislative Affairs for
16 the Department of Streets. I'm here to
17 offer testimony on Bill No. 170092.

18 This bill authorizes Hy Goldberg to
19 construct, own and maintain a bench
20 encroachment at 701 Sansom Street,
21 Philadelphia, PA 19106, under certain terms
22 and conditions.

23 My testimony is submitted. The Streets
24 Department supports this encroachment.

1 Thank you for your time. This concludes my
2 testimony.

3 COUNCILMAN SQUILLA: Thank you. And I
4 know this one is the love bench that will be
5 down on Jeweler's Row. Thank you for your
6 testimony.

7 Any questions?

8 Seeing none, anyone else here to testify
9 on Bill No. 170092?

10 (No further testimony.)

11 COUNCILMAN SQUILLA: Thank you, Saint,
12 for your testimony.

13 MR. TORRENCE: Thank you for very much.

14 COUNCILMAN SQUILLA: Mr. McMonagle,
15 please read the title of the next bill.

16 CLERK: Bill No. 170014: An Ordinance
17 amending Section 9-205 of The Philadelphia
18 Code, entitled "Sidewalk Sales," by
19 prohibiting vending on the east side of the
20 5800-6500 blocks of Castor Avenue between
21 Oxford Avenue to Magee Avenue, all under
22 certain terms and conditions.

23 COUNCILMAN SQUILLA: Rebecca, please
24 proceed -- state your name and proceed with

1 your testimony.

2 MS. SWANSON: Good morning, Chairman
3 Squilla and Members of the Committee on
4 Streets and Services. My name is Rebecca
5 Swanson. I'm the Director of Planning for
6 the Department of Licenses and Inspections.

7 I am here to provide testimony on Bill
8 No. 170014. Which if enacted, will amend
9 Section 9-205 of The Philadelphia Code
10 entitled "Sidewalk Sales." The bill adds a
11 prohibited vending location the east side of
12 the 5800 to 6500 block of Castor Avenue
13 between Oxford Avenue and Magee Avenue.

14 The Department has no objection to the
15 bill, and is prepared to enforce this
16 provision should it become law.

17 Thank you for the opportunity to provide
18 the Department's testimony.

19 COUNCILMAN SQUILLA: Thank you for your
20 testimony.

21 Any questions?

22 Seeing none, anyone else here to testify
23 on Bill No. 170014?

24 Seeing none, Mr. McMonagle, please read

1 the title of the next bill.

2 CLERK: Bill No. 170112: An Ordinance
3 amending Section 9-213 of The Philadelphia
4 Code, entitled "Farmers' Markets," by adding
5 a permissible location, all under certain
6 terms and conditions.

7 MS. SWANSON: Good morning, Chairman
8 Squilla and Members of the Committee on
9 Streets and Services. My name is Rebecca
10 Swanson. I'm the Director of Planning for
11 the Department of Licenses and Inspections.

12 I'm here to provide testimony on Bill
13 No. 170112, which if enacted will amend
14 Section 9-213 of The Philadelphia Code
15 entitled Farmers Markets. The bill adds as
16 a permissible farmers markets location the
17 sidewalk of the north side of Snyder Avenue
18 from 8th Street to 25 feet east.

19 The Department has no objection to this
20 bill, and is prepared to enforce this
21 provision should it become law. Thank you
22 for the opportunity to provide the
23 Department's testimony.

24 COUNCILMAN SQUILLA: Thank you for your

1 testimony.

2 Any questions?

3 Seeing none, anyone else here to testify
4 on Bill No. 170112?

5 Seeing none, Mr. McMonagle, the next
6 bill, please.

7 CLERK: Bill No. 170113: An Ordinance
8 amending Section 9-204 of The Philadelphia
9 Code, entitled "Sidewalk Vendors in Center
10 City," by eliminating previously designated
11 vendor locations in Center City; all under
12 certain terms and conditions.

13 MS. SWANSON: Good morning, Chairman
14 Squilla and Members of the Committee on
15 Streets and Services. My name is Rebecca
16 Swanson. I'm the Director of Planning for
17 the Department of Licenses and Inspections.

18 I'm here to provide testimony on Bill
19 No. 170113 which, if enacted, will amend
20 Section 9-204 of The Philadelphia Code
21 entitled Sidewalk Vendors in Center City.
22 The bill removes as a permissible vending
23 location the east side of 3rd Street between
24 Church Street and Market Street.

1 The Department has no objection to this
2 bill, and is prepared to enforce this
3 provision should it become law. Thank you
4 for the opportunity to provide the
5 Department's testimony.

6 COUNCILMAN SQUILLA: Thank you for your
7 testimony.

8 Councilman Greenlee.

9 COUNCILMAN GREENLEE: Thank you, Mr.
10 Chairman.

11 Rebecca, I'm just wondering, are you
12 disappointed you haven't been interrupted by
13 applause?

14 MS. SWANSON: I know, I'm waiting for
15 it. That never happened before. I'm
16 waiting, hoping. Maybe tomorrow.

17 COUNCILMAN GREENLEE: Okay. Here you
18 go.

19 (Applause.)

20 MS. SWANSON: Thank you.

21 COUNCILMAN SQUILLA: We're not used to
22 L&I getting all this applause.

23 MS. SWANSON: I know. We're not used to
24 it at all.

1 COUNCILMAN SQUILLA: How this happens,
2 but it's a good sign. And thank you for all
3 your hard work.

4 MS. SWANSON: Thank you.

5 COUNCILMAN SQUILLA: Is there any
6 questions?

7 Seeing none, is there anyone else here
8 to testify on Bill No. 170113?

9 (No further testimony.)

10 COUNCILMAN SQUILLA: Thank you so much
11 for your testimony.

12 MS. SWANSON: Thank you. Have a good
13 day.

14 COUNCILMAN SQUILLA: Mr. McMonagle,
15 please read the title of the next bill.

16 CLERK: Bill No. 170001: An Ordinance
17 establishing parking regulations in the
18 vicinity of: Farragut Street and Locust
19 Street; Mt. Vernon Street and 32nd Street;
20 Chancellor Street and 51st Street; 51st
21 Street and Hazel Avenue; 36th Street and
22 Haverford Avenue; Wyalusing Avenue and 38th
23 Street; Sansom Street and 42nd Street.

24 MS. BRACLEY: Good morning, Council. My

1 name is Dionne Bracley, Department
2 Management for the Philadelphia Parking
3 Authority. Thank you for allowing me to
4 testify before Council regarding ordinance
5 170001 establishing parking regulations.

6 The Philadelphia Parking Authority has
7 no objection to the ordinance previously
8 read before Council, and recommends
9 favorable consideration.

10 Thank you again.

11 COUNCILMAN SQUILLA: Thank you. You
12 see, we are starting to get -- you are
13 starting to catch on with other folks
14 testifying. You did a really good job.

15 Is there any questions?

16 Seeing none, is there anybody else here
17 to testify on Bill No. 170001?

18 (No further testimony.)

19 COUNCILMAN SQUILLA: Thank you.

20 Mr. McMonagle, please read the title of the
21 next bill.

22 CLERK: Bill No. 170003: An Ordinance
23 establishing parking regulations in the
24 vicinity of: Baltimore Avenue and 42nd

1 Street; Trinity Street and 48th Street; 46th
2 Street and Chester Avenue; Powelton Avenue
3 and 41st Street.

4 MS. BRACLEY: Good morning, Council. My
5 name is Dionne Bracley, Deputy Manager for
6 the Philadelphia Parking Authority. Thank
7 you for allowing me to testify before
8 Council regarding Ordinance 170003,
9 establishing parking regulations.

10 The Philadelphia Parking Authority has
11 no objection to the ordinance previously
12 read before Council, and recommends
13 favorable consideration.

14 Thank you.

15 COUNCILMAN SQUILLA: Thank you.

16 Any questions?

17 Seeing none, anyone else here to testify
18 on Bill No. 170003?

19 Seeing none, I also want to recognize
20 Councilwoman Quinones-Sanchez present at the
21 hearing.

22 Mr. McMonagle, please read the title of
23 the next bill.

24 CLERK: Bill No. 170010: An Ordinance

1 establishing parking regulations in the
2 vicinity of Henry Avenue to Ainslie Street;
3 52nd Street to Woodbine Avenue; Midvale
4 Avenue to East Falls Station; Midvale Avenue
5 to Stokley Street.

6 MS. BRACLEY: Good morning, Council. My
7 name is Dionne Bracley, Deputy Manager for
8 the Philadelphia Parking Authority. Thank
9 you for allowing me to testify before
10 Council regarding ordinance 170010,
11 establishing parking regulations.

12 The Philadelphia Parking Authority has
13 no objection to the ordinance previously
14 read before Council, and recommends
15 favorable consideration.

16 Thank you again.

17 COUNCILMAN SQUILLA: Thank you.

18 Any questions?

19 Seeing none, is there anyone else here
20 to testify on Bill No. 170010?

21 Seeing none, Dionne, thank you so much
22 for your testimony. Okay. Thank you
23 Ms. Bracley.

24 Mr. McMonagle, you can read the title of

1 the next bill please.

2 (Clerk momentarily stepped away.)

3 COUNCILMAN SQUILLA: Title of the Bill
4 No. 170093: Amending section 12-1131 of The
5 Philadelphia Code, entitled "Electric
6 Vehicle Parking," to impose a moratorium on
7 new electric vehicle parking spaces, under
8 certain terms and conditions.

9 Before we start with the testimony,
10 Councilman Oh.

11 COUNCILMAN OH: Thank you very much,
12 Mr. Chairman. I just wanted to update the
13 Committee and to the public about what --
14 what is transpiring at this point in time.

15 There was a bill, kind of innovative
16 bill back in 2007 introduced by then
17 Councilman James Kenney which provided an
18 opportunity for the owners of electric
19 vehicles to apply for and obtain a reserved
20 on street parking space for electric
21 vehicles designated by the Philadelphia
22 Parking Authority. Such spaces would have
23 an electric vehicle or EV charging station
24 installed at curbside, and were for the

1 exclusive use of the EV vehicle owner.

2 The reserve parking spaces started to be
3 installed on a more regular basis in the
4 last couple of years. And as a result, we
5 began to receive a lot of complaints from
6 residents, neighbors in the vicinity. The
7 issue for them was that in very crowded
8 neighborhoods, two or three reserved spaces
9 was being made available for electric
10 vehicles only on a 24/7 basis.

11 And so taking a look at that, the
12 complaint of the community versus the
13 benefits of the electric vehicles, we took a
14 look to see are we currently employing best
15 practices. And so, based on what we
16 understood from research and speaking with
17 electric vehicle owners, the Parking
18 Authority, the Streets Department and also
19 many other types of innovative companies
20 that not only provide electric vehicle
21 charging stations but also provide access to
22 electric vehicles for rent much like Bike
23 Share, we found that Philadelphia at this
24 time is not employing best practices.

1 And so, the Streets Department and the
2 Philadelphia Parking Authority and we agreed
3 to put a moratorium on it in the interim
4 until today's hearing. There are 56
5 approved EV parking spaces, and there were
6 12 spaces that had been approved during the
7 moratorium leading up until today. Those 12
8 spaces will be approved under this terms and
9 conditions that is going to apply to all 68
10 spaces. And they are as follows:

11 That the spaces will be approved for the
12 12 and the existing 56 spaces on a basis of
13 being reserved from 6:00 p.m. to 6:00 a.m.
14 So during that time, the homeowner who has
15 installed the electric vehicle charging
16 station will have that space reserved for
17 themselves. If some other vehicle which is
18 not an electric vehicle is parked in that
19 location, they will be able to have it towed
20 between the hours of 6:00 p.m. and 6:00 a.m.
21 However, after 6:00 p.m. they may choose to
22 keep their vehicle there. That's not a
23 problem. But if they leave that parking
24 spot after 6:00 a.m. and before 6:00 p.m.,

1 that space is available for any other
2 vehicle, electrical or not, to park in that
3 space. Typically neighbor, delivery
4 anything like that.

5 We felt that this was a good compromise
6 in especially challenging neighborhoods
7 where parking is a premium. The bigger
8 policy issue around that was really this.

9 That while residential charging is
10 important, one of the issues was that even
11 the EV owners that we spoke to said that
12 they would not have gotten an electric
13 vehicle without first obtaining the reserve
14 spot because they had no place to charge.

15 So, the greater issue for us is how do we
16 create an infrastructure in Philadelphia of
17 a variety of types of charging stations so
18 that EV owners, which we believe will grow
19 and we want them to grow, will be able to
20 drive throughout our City and our region in
21 a more easy manner? What that would entail
22 is putting in publicly accessible charging
23 stations.

24 So while we will move forward today to

1 hear this bill, which places a moratorium on
2 any future application for reserve parking
3 spaces, residential parking spaces for
4 electric vehicle owners, we will be holding
5 a continued hearing on best practices. Our
6 goals would be to make strategic decisions
7 of where we would invest through
8 public/private partnerships to have ultra
9 fast charging stations located in geographic
10 locations around our City and, particularly,
11 close to 95, 76. And to try to work with
12 the Turnpike about putting electric vehicle
13 charging stations there, as well.

14 Concerning the internal areas of the
15 City, the fast or moderate speed charging
16 stations which are generally anywhere from
17 two to four hours, could be placed
18 strategically throughout the City in areas
19 where metered parking or kiosk parking is
20 available between those hours, two to four
21 hours, making those spaces limited and
22 available for electric vehicles.

23 And in addition to which, they would be
24 limited in time. One of the complaints we

1 got from electric vehicle owners is that
2 they have an app. They find the electric
3 vehicle charging location. And there is
4 electric vehicle that's chosen to park there
5 for more time than is needed and the other
6 electric vehicles cannot park. There are
7 private companies that are installing
8 electric charging, electric vehicle charging
9 in, for example, their parking lots. But
10 it's still unregulated as to some issues
11 that we have.

12 For example, in City parking facilities,
13 we would like to provide electric vehicle
14 charging. But there is some issue that we
15 are trying to get our arms around a state
16 law or City law so that we can actually
17 provide electric vehicle charging at these
18 locations.

19 We have also spoken to some of the
20 innovation companies which, as I said,
21 provide electric vehicles. They provide the
22 charging stations as well as rent electric
23 vehicles much like Bike Share. But we are
24 talking to some of the manufacturers about

1 the possibility of locating some of their
2 facilities and creating employment in our
3 City. And then we will look at how
4 government tax incentives, investments and
5 other types of policies would be able to
6 create that infrastructure.

7 What I understand from our research and
8 from talking to various types of people is
9 that residential charging is important, but
10 that we currently do not have a sustainable
11 plan. We cannot put two to three parking
12 spaces on every block throughout City. And
13 for anyone who ends up being number three,
14 four or five with the electric vehicle, they
15 would not be able to get a parking space.

16 So, there is an amendment. It would
17 amend the hours to 6:00 p.m. to 6:00 a.m.
18 for the reserved parked space. And should
19 the owner of the vehicle move that vehicle,
20 it becomes open to any vehicle, electric or
21 not, until 6:00 p.m. when it is again
22 reserved for electric vehicle owners.

23 And that is the update. Thank you very
24 much.

1 COUNCILMAN SQUILLA: Thank you,
2 Councilman Oh. And before we do start the
3 testimony, I do want to add one other thing.

4 Speaking to the EV manufacturers PECO,
5 we are having meetings set up with them. As
6 they see and have acknowledged that
7 Philadelphia is not in a position to grow
8 the EV uses the way our current regulations
9 are set up, especially knowing that a lot of
10 streets -- some streets don't have any
11 parking on them at all, which eliminate
12 those people from having EV vehicles. Other
13 streets have only parking on one side, which
14 eliminates all the people on the other side
15 of the street not having EV vehicles.

16 And also, the way our policy is, if you
17 have four regulated spots on streets that
18 have parking on both sides, if you happen to
19 have three handicap spots on that block,
20 that means only one person would be able to
21 get an EV. They see we are not going to be
22 able to grow this in the future. As the
23 price of EV vehicles come down, we hope to
24 promote the use of this in the future.

1 So, we are working with PECO. And also,
2 there's a big lawsuit with Volkswagen who
3 has to put some of their money into electric
4 vehicle charging. That's something tat we
5 hopefully will be able to tap into to build
6 an infrastructure here in Philadelphia to
7 grow the EV opportunities in our City.

8 So, thank you for that. I guess
9 before -- looks like, I guess, if we want to
10 start with our testimony. Rich, if you want
11 to start first. And then we will go onto
12 Dionne and then we will come down the list.

13 MR. MONTANEZ: Sure. Good morning,
14 Councilman Squilla, Members of the
15 Committee. Thank you for the opportunity to
16 appear before you today. My name is Richard
17 Montanez, Deputy Commissioner of
18 Transportation for the Department of
19 Streets. I'm here today to offer testimony
20 on Bill No. 170093.

21 This bill states that the Parking
22 Authority shall not designate any more
23 additional electric vehicle parking spaces
24 pending City Council's review of the impact

1 of these spaces on overall parking
2 availability and enact a further
3 legislation. In essence, this bill
4 authorizes a moratorium on additional
5 electric vehicle parking spaces until the
6 policy can be reviewed. It is my
7 understanding that the bill will be amended
8 to specific certain hours that an electric
9 vehicle may be parked in a designated space
10 to give sufficient time to charge overnight.

11 The Streets Department supports Bill No.
12 170093 as amended. Thank you for the
13 opportunity to appear before you today. I
14 will respond to your questions at this time.

15 COUNCILMAN SQUILLA: We're going to wait
16 till everybody testifies here. And then we
17 will have questions. So, Dionne, if you
18 want to start and then state your name and
19 then proceed with your testimony.

20 MS. BRACLEY: Okay. Good morning,
21 Council. My name is Dionne Bracley, Deputy
22 Manager for the Philadelphia Parking
23 Authority. Thank you for allowing me to
24 testify before Council regarding ordinance

1 170093.

2 Electric vehicle parking amending
3 Section 12-1131 of The Philadelphia Code.
4 The Philadelphia Parking Authority has no
5 objection to the ordinance previously read
6 before Council, and recommends favorable
7 consideration.

8 Thank you again.

9 COUNCILMAN SQUILLA: Thank you. If you
10 want to testify also, state your name for
11 the record and then speak into the
12 microphone there and then proceed with your
13 testimony.

14 MR. FINK: Sure. Thank you,
15 Mr. Chairman, Members of the Committee. My
16 name is Jonathan Fink. And I am AN EV
17 owner. There are several of us here. We
18 also submitted via mail a letter as a group
19 to you guys, I believe. And I hope that
20 that was received and read into the
21 statement.

22 I would also just like to make a couple
23 of comments. Councilman Oh, just in
24 general, just so that you know, PPA does not

1 tow north of Spring Garden for any reason
2 ever. So those of us who have EV parking
3 spots in Fairmount, Northern Liberties and
4 Fishtown, when we come home at six o'clock
5 and there is a car in our electric spot,
6 they will get a ticket and that is all that
7 will happen.

8 Do you acknowledge that?

9 COUNCILMAN OH: Why don't you complete
10 your testimony, and then I certainly will
11 make any comments or statements.

12 MR. FINK: Appreciate that.

13 COUNCILMAN OH: You have not identified
14 a problem that a lot of Philadelphians are
15 familiar with.

16 MR. FINK: Yeah. Your comment, Mr. Oh,
17 that at six o'clock I can just go ahead and
18 have that car towed is incorrect. I can't.
19 And in fact, none of us want to have
20 people's cars towed. Often, we have cars
21 who are in our spots. And I go out of my
22 way to make sure they don't get tickets. I
23 knock on people's door. Say, hey, look, you
24 know, you are going to get a ticket there.

1 So, my point is that this amendment
2 really is a problem. Those of us who drive
3 electric cars in the City and currently the
4 Cit's infrastructure for electric vehicles
5 is actually absolutely nothing. Have
6 nothing. There are several charging spots
7 in paid lots downtown. Those are not
8 public. Those are in pay lots. And most of
9 the time I'm familiar with them because I
10 work downtown. Most of the time one or two
11 people use those spots. They are for them
12 and that's it.

13 Putting a park -- an EV spot at the
14 airport is useless. I'm not going to go to
15 the airport and sit around for six hours
16 while I charge my car. The only way to
17 really have an electric vehicle is to have a
18 charging station at your home or on your
19 block.

20 Another couple of points I'd like to
21 make is that the spots in question here are
22 not new spots. I'm parking on my block
23 anyway, sir. I'm not -- it's not like I'm
24 not parking on my block. It's not an

1 additional car. My neighbors are completely
2 in support of this. Both my neighbors on
3 either side of me signed the paperwork as
4 did all of ours, our neighbors. You've got
5 a problem here in one neighborhood and
6 that's Society Hill. And in response to
7 that, you're killing an entire program.

8 We're very disappointed. And I think I
9 speak for at least the people that are here
10 and certainly for myself. Electric vehicles
11 aren't going away, and I sincerely hope that
12 real infrastructure that includes charging
13 stations on residential blocks, not at the
14 airport and not downtown, is actually in
15 your plan. Frankly, I doubt it. But in the
16 spirit of positive thinking, I stand ready
17 to help in any way I can.

18 And thank you for your time.

19 COUNCILMAN SQUILLA: Okay. Before David
20 responds, I want to say one thing. We
21 realize that. And unfortunately, for the
22 other folks who want to get it on the block,
23 cannot get them. It just not -- doesn't
24 make sense. We are thinking small minded

1 right now because a couple people can get
2 the EV parking spot. But if there is a lot
3 of streets that have already limited number
4 of handicap spots on the spots, and nobody
5 on that street can get EV parking. It just
6 doesn't work. Our system just doesn't work.
7 And if we keep promoting this and allowing
8 it, all we are doing are filling up more
9 spots throughout the City and Philadelphia.

10 It's small minded. The EV manufacturers
11 agree with us. PECO as we work with them
12 agree with us. It's just not a way to
13 proliferate the growth of EVs in the City of
14 Philadelphia. So understanding that you
15 have it right now and it's great that you do
16 and we want to promote this moving forward,
17 we see if we are looking at the big picture
18 and looking in the future, how we want to --
19 Philadelphia being a "green" city, to grow
20 that opportunity. We just don't have it by
21 our regulations that we have set forth right
22 now.

23 And so, before Councilman Oh --

24 MR. FINK: May I respond?

1 COUNCILMAN SQUILLA: Sure.

2 MR. FINK: That's well and good. And I
3 agree, it would be great to have a long term
4 plan. But right now you don't; am I
5 correct? Is there a plan?

6 COUNCILMAN SQUILLA: There is not a
7 plan.

8 MR. FINK: There is not a plan.

9 COUNCILMAN SQUILLA: Right.

10 MR. FINK: The only infrastructure that
11 is created in the City was created by the 53
12 people on that list at our own cost. And
13 rather than working with us, you're shutting
14 it down.

15 COUNCILMAN SQUILLA: It was done through
16 Council. It was done through legislation.
17 We created that.

18 MR. FINK: I understand that.

19 COUNCILMAN SQUILLA: Right. So now we
20 see. When you do legislation, sometimes
21 there is unintended consequences. Back
22 then, EV vehicles were very expensive. It
23 was hard to get people to promote them to
24 get them to charge. Also, technology is

1 changing as we speak. So charging hopefully
2 in the future, will be a lot less time. And
3 also, there may be opportunities to charge
4 things at home and bring them into your car
5 and insert them. All these things are
6 possibilities moving forward, so.

7 MR. FINK: But they aren't now.

8 COUNCILMAN SQUILLA: They are now.

9 MR. FINK: They aren't now is what I'm
10 saying.

11 COUNCILMAN SQUILLA: They aren't now.

12 So, we need to think of this growing
13 forward. And to have maybe just four people
14 on a block the opportunity to get an EV car
15 is just -- it's just not fair to everybody
16 in the City. Because you have one first,
17 you're happy with it. But the other people
18 who may want to get it will not be happy
19 with it.

20 There are streets that don't have no
21 parking. They can't get an EV vehicle. So
22 you know, understanding that, we as a City
23 need to look at the whole City as a whole.
24 And it's not just Society Hill that has a

1 problem with this. This is becoming a
2 citywide issue as more and more vehicles.
3 So as we notice that, we wanted to then look
4 at this so we can promote the growth. And
5 understanding that the people who still have
6 this will be able to keep using it until we
7 have a plan to change it moving forward.

8 So, Councilman Greenlee.

9 COUNCILMAN GREENLEE: Thank you. Thank
10 you, Mr. Chairman. I just wanted to kind of
11 repeat what one of the last points the
12 Chairman made.

13 This isn't just Society Hill problem.
14 At the last hearing, we heard from the head
15 of the Fairmount Civic Association. I
16 happen to live in Fairmount. I do know
17 there's a lot of people concerned about the
18 spots and especially if they start
19 proliferating in any -- probably almost any
20 neighborhood that has difficulty parking
21 problems, which there are a lot of them out
22 there. Most of the old rowhouse
23 neighborhoods have parking issues.

24 So, I think what we're trying to work

1 out here is some kind of medium while we
2 look at the longer range solution. And I
3 think the amendment that Councilman Oh is
4 putting forth makes sense. It's a -- it's
5 compromise. And you still have the spot for
6 twelve hours. It's not guaranteed for the
7 other twelve hours. It seems as we keep
8 working forward, moving forward because this
9 isn't the only thing we're going to do, I
10 think this is a fair compromise.

11 But I want to make it clear. This is
12 not limited to one neighborhood. Trust me.
13 As a councilman at large, I hear from a lot
14 of people.

15 MR. FINK: I hope that you would at
16 least limit the six-hour thing to
17 neighborhoods where you can actually have
18 your car towed. Because north of Spring
19 Garden, the Philadelphia Parking Authority
20 does not tow cars period for any reason.

21 COUNCILMAN SQUILLA: Dionne, I don't
22 know if you can respond to this. But is
23 it -- if you have a handicap parking, is
24 that up to police to do the towing? Or do

1 you know the answer to that question? Or is
2 it something that the Parking Authority
3 could tow it's a handicap spot or a spot
4 that's somebody parked in?

5 MS. BRACLEY: I'm not really sure if we
6 have the jurisdiction to tow outside of the
7 Center City University city area, that is
8 north of Spring Garden. But I can find that
9 information out, and I can let you know.

10 COUNCILMAN SQUILLA: All right. It's
11 possible that you can't tow the car. Like
12 you say, you might not want one of your
13 neighbors' cars towed. But if you can come
14 home, you know, five o'clock or six o'clock
15 and somebody is in your spot, what do you do
16 to charge your car now.

17 It may be something we need to look at
18 as far as working with the regulations for
19 the Parking Authority to enable those people
20 who have those parking spots to make sure
21 they're available for them.

22 MR. FINK: One more comment. I'm sorry
23 to take up so much time. I'm not used to
24 this format, and I have a big mouth. So --

1 COUNCILMAN SQUILLA: That's why we're
2 here.

3 MR. FINK: In terms of the -- no offense
4 to you --

5 MS. BRACLEY: Ms. Bracley.

6 MR. FINK: -- Ms. Bracley, I have an
7 email from the Parking Authority when I
8 established my spot that says we do not tow
9 north of Spring Garden. My signs in
10 Fishtown do not say Tow Away Zone.

11 In Center City if you have -- in Society
12 Hill if you have a EV sparking spot, it says
13 Tow Away Zone. Mine does not. I had a car
14 in my spot for four days, and it was not
15 towed. It got a ticket every day, but
16 that's that. I just want to point that out.

17 I would like --

18 COUNCILMAN SQUILLA: How do you charge
19 your car? Did you have to go to a garage?

20 MR. FINK: We went -- we took it
21 somewhere and it was a pain.

22 COUNCILMAN SQUILLA: Okay. Understood.
23 That is something we need to work on also,
24 you know. And thank you for that because

1 it's something we can work with regulations
2 moving forward.

3 Councilman Oh.

4 COUNCILMAN OH: She can go.

5 COUNCILMAN SQUILLA: All right.

6 Councilwoman Bass.

7 COUNCILWOMAN BASS: Thank you. You
8 know, I just wanted to just, you know,
9 piggyback off my colleagues comments about
10 planning for the future for EVs in the City
11 of Philadelphia. While there isn't a plan
12 now, I think that all of us would hope that
13 there is growth in this area.

14 The idea that the number of vehicles
15 that we have right now is it or it's going
16 to increase at a very small pace I think is
17 unrealistic. And so, I think the only
18 responsible thing to do is to plan for the
19 future. And I think that this piece of
20 legislation, the idea behind it, is to begin
21 planning for a future with electric vehicles
22 and with, you know, the growth.

23 I think if you look at where we are as a
24 City right now and where we will be three

1 years from now regarding these vehicles,
2 five years from now and ten years from now,
3 you are going to see, hopefully, quite a
4 difference in terms of the number of
5 vehicles that are out and about and on the
6 street.

7 So, I think that it's really Council's
8 responsibility to plan and be proactive and
9 think about the future growth. And that's
10 really what this is all about.

11 MR. FINK: Can I respond?

12 COUNCILWOMAN BASS: Certainly.

13 MR. FINK: I certainly don't disagree,
14 and I can't imagine that any of my
15 colleagues do either. And yet, we feel like
16 we are being punished because we started it.
17 And that doesn't seem right.

18 COUNCILWOMAN BASS: I don't --

19 MR. FINK: We are the ones who invested
20 money in the infrastructure that exists now.
21 And yet, you're -- when I get home at six
22 o'clock and I can't charge my car, you know,
23 I'll think that's okay because of future
24 planning that maybe you guys will do.

1 COUNCILWOMAN BASS: It's not a maybe.

2 MR. FINK: Excuse my cynicism, but I've
3 been living in Philadelphia for 50 years.

4 COUNCILWOMAN BASS: Okay. Well, me too.
5 And the Council that you have I think before
6 you is a very progressive Council that's
7 interested in the future of Philadelphia.
8 And so --

9 MR. FINK: So am I.

10 COUNCILWOMAN BASS: I have no doubt.
11 And so, knowing that in some areas space is
12 at a premium, we have to be thoughtful about
13 that. And we appreciate the investment that
14 you've made.

15 MR. FINK: That's nice.

16 COUNCILWOMAN BASS: I think that we have
17 to look out for all 1.6 million
18 Philadelphians. We want to encourage mass
19 transit. We want to encourage anything
20 that's going to be environmentally friendly
21 including EVs. But we have to look at the
22 entire picture. And it can't be, you know,
23 I was ahead of the curve so I get something
24 special or different or whatever, which is

1 not exactly I don't think what you're asking
2 for.

3 MR. FINK: I don't think so either.

4 COUNCILWOMAN BASS: Okay.

5 MR. FINK: I think that's a
6 misconception about most EV owners is that
7 the only reason we got these was so that we
8 can get a spot. Most EV owners --

9 COUNCILWOMAN BASS: No.

10 MR. FINK: Most EV owners are early
11 adopters, people who care about the
12 environment who spend more money than they
13 needed to on a car and the infrastructure
14 necessary to charge just so they can drive
15 an electric vehicle. And you know, I think
16 I should probably stop talking.

17 But I really do appreciate your time. I
18 do hope that our City, you know, I was very
19 proud of this program. I thought it was
20 really progressive and amazing. And I'm
21 really disappointed in the way that this has
22 been kind of -- just kind of slapped out of
23 the way. I can understand it if you had a
24 plan in place, but you don't.

1 And so, I really am going to hold you
2 accountable to making something happen very
3 quickly. I thank you for your time.

4 COUNCILWOMAN BASS: Yeah. I think that
5 you should. And I think that this is part
6 of the process. So, thank you.

7 COUNCILMAN SQUILLA: Councilman Oh.
8 Stay there, Jim. You can stay and talk all
9 day.

10 MR. FINK: You know I can. We have
11 somebody else who wants to testify, as well.

12 COUNCILMAN OH: Let me say, we do
13 appreciate your comments. And we have heard
14 from various electric vehicle owners. And
15 actually the idea of limiting the time from
16 six to six was from several electric vehicle
17 owners.

18 When you look at the law that was passed
19 in 2007 until 2017, that is ten years. We
20 have 56 charging stations, 56 in a City of
21 1.5 million people. The reason is because
22 there hasn't been a growth of publicly
23 accessible charging stations, and people are
24 not making an investment. And there has

1 been no City planning around it. Whereas,
2 other cities have actually invested in
3 publicly accessible charging stations
4 strategically located throughout their City
5 in public/private partnerships. Those are
6 good things.

7 The disappointment that you feel I think
8 is understandable. But I would ask you to
9 consider is that we don't actually have an
10 infrastructure for electric vehicles. We
11 have private charging in 56 locations.
12 Other people cannot --

13 MR. FINK: That's a good point.

14 COUNCILMAN OH: -- charge at your
15 location without your permission or unless
16 they inconvenience you. You still have and
17 the 68 people, only 68 people in our City,
18 will have these charging stations at their
19 homes which are reserved for them between
20 the hours of 6:00 p.m. to 6:00 a.m. However,
21 your car can sit there 24/7.

22 The only thing that we are doing based
23 on not my idea but feedback from the
24 community -- listen, there is 56 people who

1 have got electric vehicle charging station
2 and -- in front of their homes and nobody
3 else does in this City. So, there is a lot,
4 a lot more people who would like to see
5 something changed as we continue down this
6 road. What they would like to see is that
7 we institute some type of policy whereby the
8 residential charging stations are more
9 intelligently placed.

10 But for the people who are already
11 granted this -- this ability to have
12 charging, as you said, invested early, we
13 have left their ability to continue to have
14 that EV charging station in front of their
15 home. But if you leave that location at
16 nine o'clock in the morning, if your car is
17 not there and some -- one of your neighbors
18 wants to park their vehicle and their aunt
19 comes by or someone is making a delivery or
20 someone happened to be coming from out of
21 town and find a spot, then that spot is
22 open. If you come back and they're in your
23 spot between those hours, then you look for
24 another spot.

1 The issue about the spot is so that you
2 can charge it. And it would be helpful for
3 us to move forward if there were more
4 charging stations available for you, for
5 example, where you work or if you're
6 traveling to New York or those type of
7 things. But we have not found that that has
8 been done simply by residential charging.
9 There has to be an investment of probably
10 government dollars or tax incentives or
11 other things that come with the plan.
12 That's how it's been done in other
13 locations, and that's what we are trying to
14 do.

15 So, I appreciate your comments. And I
16 hope you will consider that we are trying to
17 do this intelligently. And that we are
18 trying to put in an infrastructure so that
19 more electric vehicles will find their way
20 to Philadelphia and visit us as well as be
21 in our communities. I'm trying to stop
22 talking.

23 COUNCILMAN SQUILLA: Councilman
24 Taubenberger.

1 COUNCILMAN TAUBENBERGER: Mr. Chairman,
2 thank you very much. I have been a resident
3 of the City of Philadelphia. My name is Al
4 Taubenberger, for over 60 years. I know the
5 town pretty well. It's good that we are all
6 long term.

7 Jim, I really appreciate your passion.
8 I think -- and thank you for coming.
9 Actually, there's nothing wrong with
10 speaking your mind. That's a great thing
11 even if it takes a long time.

12 MR. FINK: Appreciate that.

13 COUNCILMAN TAUBENBERGER: Actually, I
14 have a question, so you will have a little
15 more time to speak.

16 MR. FINK: Okay.

17 COUNCILMAN TAUBENBERGER: And my -- and
18 my question for you is, you had said -- and
19 let me also say very early on, I'm very
20 supportive of all of us this because we need
21 electric cars.

22 MR. FINK: We do.

23 COUNCILMAN TAUBENBERGER: We really do.
24 They are environmentally friendly. I think

1 what we are going through are some great and
2 difficult growing pains. Nonetheless, I
3 think there is for a City of our size to
4 adopt this. There are multiple, multiple
5 problems. I actually spoke to the Chairman
6 this morning. I would like to be on the
7 continued committee that meets with PECO
8 because I have an interest in this. My
9 background is in agriculture from an urban
10 area. Now all the sudden it's very hot.

11 When I went through Penn State in 1971,
12 it wasn't so hot. But it is now, and I'm
13 glad I took my major.

14 My question for you is, you said you
15 helped the infrastructure in laying out some
16 dollars. Precisely or not precisely, what
17 is the cost of those dollars that you laid
18 out?

19 MR. FINK: What is the cost of the
20 dollars? Are you asking me how much it
21 cost?

22 COUNCILMAN TAUBENBERGER: Yeah, that you
23 paid.

24 MR. FINK: I see. The cost of putting

1 the charger in basically was about \$2,500 to
2 run the electric from my house under my
3 sidewalk to my tree pit, and then another 5
4 or \$600 for the actual charging unit itself
5 which goes on that -- on the, you know, on
6 the pole which was put there. This had to
7 be done with a licensed electrician.

8 COUNCILMAN TAUBENBERGER: Sure.

9 MR. FINK: Then License and Inspection
10 had to come out and check it. The process
11 for getting one of these is not for the
12 faint of heart. It's a management process.
13 Involves the Philadelphia Parking Authority,
14 need I say more. So, you really have to be
15 sure you're on time with everything you are
16 doing and you have to get it done.

17 So, the people who accomplished this and
18 got this done were willing to jump through
19 those hoops and spend that money and do
20 that.

21 Councilman Oh made a good point, I think
22 you are right. They are -- it's my power,
23 right, so I actually have a breaker in the
24 box. I can turn it off if somebody came in

1 there. Most of us don't do that. I think
2 most of us let people charge when they show
3 up. And many of time people will knock on
4 my door and go, oh, my god, I'm out of
5 juice. Do you care? And we all do that.

6 One of the things we discussed at our
7 meeting was Charge Point or whoever makes
8 boxes, if you put one of those boxes on
9 there, I can't imagine it couldn't be
10 configured that I charge for free because
11 it's my power. But somebody else comes in
12 and they pay PECO or whatever, you know what
13 I'm saying? So, those could become part of
14 the infrastructure eventually.

15 COUNCILMAN TAUBENBERGER: It's a very
16 good point what you just raise.

17 MR. FINK: But I think that eventually,
18 one of the things one of you said earlier is
19 that we can't have electric charging on
20 every block. I don't know. I think
21 eventually, you're going to have to have
22 electric charging on every block. Because I
23 think eventually, all the cars are going to
24 be electric.

1 I don't think -- I think in ten years we
2 are not -- this is going to be the norm, not
3 the -- I don't know. You're right. We
4 don't know where this is headed.

5 COUNCILMAN OH: Let me correct that. We
6 didn't say we wouldn't have electric
7 charging on every block. We said we
8 couldn't have reserved spaces, like, two or
9 three because the fourth, fifth and sixth
10 car --

11 MR. FINK: Right.

12 COUNCILMAN OH: -- would not be able to
13 charge --

14 MR. FINK: I understand.

15 COUNCILMAN OH: -- if this was the
16 process.

17 MR. FINK: Got it. Did that answer your
18 question?

19 COUNCILMAN TAUBENBERGER: I do have one
20 more question.

21 MR. FINK: Sure.

22 COUNCILMAN TAUBENBERGER: You had said
23 that you had let other people charge their
24 cars. How many times has that happened?

1 MR. FINK: It happens once a month or
2 once every other.

3 COUNCILMAN TAUBENBERGER: How long have
4 you had that charging station in front of
5 your house?

6 MR. FINK: I've only had it for less
7 than a year at this point. Fairly new to
8 this program.

9 COUNCILMAN TAUBENBERGER: Okay. Okay.

10 MR. FINK: I'm just the one with the
11 biggest mouth.

12 COUNCILMAN TAUBENBERGER: Mr. Chairman,
13 thank you. Thank you, Jim, very much.

14 COUNCILMAN SQUILLA: As you heard
15 everybody here, we appreciate your input and
16 your -- and your concerns.

17 MR. FINK: Sure.

18 COUNCILMAN SQUILLA: That's what makes
19 these policies and our legislation better by
20 hearing the concerns of both sides of an
21 argument. So don't feel like, you know,
22 you're just out here and nobody is paying
23 attention to any word that you're saying.

24 MR. FINK: We appreciate that.

1 COUNCILMAN SQUILLA: We are.

2 MR. FINK: It's a passionate group of
3 people.

4 COUNCILMAN SQUILLA: Right.

5 MR. FINK: I think if there's one thing
6 that I'd like to leave that I want to make
7 sure it gets through is that, please fact
8 check me, they don't tow north of Spring
9 Garden.

10 COUNCILMAN SQUILLA: I believe you. I
11 believe you're right there. Maybe that's
12 something we can work on with the Parking
13 Authority.

14 MR. FINK: Either have them tow north of
15 Spring Garden, which I think you are going
16 to run into a problem there. Or maybe that
17 limit that 6:00 p.m. to 6:00 a.m. thing to
18 neighborhoods where they do tow. There is
19 no way to charge.

20 I know Jack lives in Northern Liberties,
21 and he only has an electric car. It's his
22 only car. And that's it. Like if he comes
23 home and somebody has parked in his spot,
24 there is no way for him to charge his car.

1 COUNCILMAN SQUILLA: I think you're
2 right. We need to work on that.

3 MR. FINK: No laughing. That's not
4 fair.

5 COUNCILMAN SQUILLA: He has a bill for
6 something else.

7 MR. FINK: You would like us to get to.

8 COUNCILMAN SQUILLA: Let's do one
9 controversy at a time. Thank you for your
10 testimony. If there is no other questions
11 for this panel, Rich can you just stay on.

12 We're not done. We're going to ask them
13 to stay while the other people testify in
14 case we can ask Streets or Parking Authority
15 any other questions. I'm going to ask Sean
16 to read the next people that are testifying
17 to come up. And then, we will go there
18 from.

19 Sean, read the next three people
20 testifying.

21 AUDIENCE MEMBER: Mr. Chairman.

22 COUNCILMAN SQUILLA: Yes.

23 AUDIENCE MEMBER: I didn't preregister
24 to speak. Am I permitted to speak.

1 COUNCILMAN SQUILLA: Yes. You will be,
2 yes.

3 AUDIENCE MEMBER: Okay. Thank you.

4 COUNCILMAN SQUILLA: You're welcome.

5 CLERK: Erin Mullaney, Henrik Ringbom
6 and Debbie Lutz.

7 (Group approaches Witness Table.)

8 COUNCILMAN SQUILLA: We will start left
9 to right, Debbie. If you want to state your
10 name first for the record, and then proceed
11 with your testimony. And then what we will
12 do, if we can, let everybody testify and
13 then you can sit there. If we have
14 questions, we will forward the questions to
15 the three of you.

16 MS. LUTZ: Okay.

17 COUNCILMAN SQUILLA: Please proceed.

18 MS. LUTZ: My name is Debbie Lewis Lutz.
19 And I want to thank everyone for giving me a
20 chance to speak at the hearing today on Bill
21 170093. I am a local EV car owner. I live
22 in Councilman Squilla's district, which
23 isn't Society Hill and Fairmount, but you
24 know, Passyunk Square has its own parking

1 challenges like the City. And I'm concerned
2 local mother and passionate EV car owner.

3 I was very disturbed to learn about the
4 moratorium and the proposed changes to Bill
5 No. 070788 that was passed in 2007 which
6 officially established the idea of electric
7 vehicle parking as a priority in the City of
8 Philadelphia. When this law was put on the
9 books over ten years ago, it was truly
10 innovative. It declared for a major city
11 that electric vehicle parking was actually a
12 priority. And it did it before there was
13 actually a plan, before there was a way to
14 do it. Because at the time, everyone had
15 giant question marks and how you do this in
16 a city the size of Philadelphia.

17 But my concern here today is that this
18 cannot be an argument about parking. If we
19 only look at the existing program in terms
20 of parking, of course, it's not fair. Of
21 course it doesn't make sense. But what it
22 does say is that electric vehicle ownership
23 and use in the City of Philadelphia is a
24 priority. And if you don't own an electric

1 vehicle, of course, it doesn't seem fair. I
2 don't think the law was ever intended to be
3 fair, right? And we keep having these
4 questions. And we keep making these
5 arguments, and we're missing the bigger
6 picture.

7 As to the amendment, I don't want to
8 spend my time talking to you all about
9 parking. I will say that the proposed
10 amendment does feel like a bait and switch
11 by the City to the individuals that have
12 invested in this program. If you want to
13 change the terms of these parking spaces
14 moving forward, I think that's very fair to
15 do to new applicants into the program.

16 I also, in my very small pitch for
17 parking, I think the evening hours are
18 misguided. You are making the assumption
19 that all of the people who own these cars
20 work during the day. They may not. And
21 that there is already also existing programs
22 in place with loading zones and other things
23 around the City that would actually make
24 these spots more useful for day-to-day

1 commerce and even evening commerce if you
2 had them before electric vehicle parking
3 except for, like, loading zone, 20 minutes,
4 30 minutes where you would truly see
5 changeover of cars coming into these spots.
6 So in places like Society Hill, Fairmount,
7 if you really want to support someone making
8 a delivery, delivering food, packages,
9 stopping in, a home health aide making a
10 check in, a spot that's actually turning
11 over a dozen times in a day is better than
12 one where someone gets to plop their car
13 there all day and plop their car there all
14 night. So, that's my thing on parking.

15 My concern is really that we need to
16 understand our individual and small
17 decisions in context of a greater argument.
18 And I handed out some information, copies of
19 various articles that clearly show there is
20 an organized effort across the United States
21 to kill electric vehicle ownership. There
22 are organizations backed by the Pope
23 Brothers that have been willing to invest
24 over \$10 million to attack government

1 subsidies and programs that support electric
2 vehicle ownership. So if you sit here today
3 and you think that this is just a small
4 decision about Philadelphia parking, I'm
5 going to say you are the ones being small
6 minded and you are the ones being
7 shortsighted.

8 Money is being used to fuel a direct
9 attack against EVs and state houses
10 nationwide. And it made me wonder when I
11 first saw this proposal, if it wasn't being
12 used in City Council's, too. Our tax
13 credits across the country are being
14 repealed or left to expire so that all this
15 funding that everybody thinks is being
16 funded into EV car ownership is dying or is
17 gone. The incentive in the State of
18 Pennsylvania has already expired. And if
19 anyone in this room thinks the current state
20 legislature is going to put it back on the
21 table, you are being naive or really overly
22 optimistic.

23 And in at least nine states across the
24 United States, bills have actually been

1 introduced to levy fees against electric
2 vehicle ownership. I'm not talking
3 incentives, tax credits if you buy one. I'm
4 talking they are going to slap a \$2,000 fee
5 on you every year just because you decided
6 to buy one. And often, these arguments, you
7 know, in citing that incentives aren't fair
8 or that they need to pay fees are wrapped in
9 arguments that seem logical, that talk about
10 fairness to other people that don't own
11 electric vehicles. That the money that they
12 are spending in tax credits should go to
13 infrastructure investment, or it's not fair
14 because those people aren't paying gasoline
15 taxes.

16 They never once say and never have said
17 in any of these bills that they are intended
18 to kill electric vehicle ownership. They
19 are always -- said that they are doing it to
20 make it fair.

21 On top of that, Philadelphia has a
22 current problem today. Philadelphia
23 maintains a website to report on the air
24 quality index in the City. Common sense and

1 science tells us that pollution is bad for
2 our health. And I don't think anyone in
3 this room is willing to argue with me that
4 emissions from cars contribute to pollution.
5 So while you wait for planning, while you
6 wait for money to materialize that doesn't
7 exist to build a different infrastructure,
8 pollution in this City continues to get
9 worse every single day.

10 Transportation emits more earth warming
11 gases than any other sector in the energy
12 industry. We surpass power plants by what
13 require to power our cars, and that makes
14 switching to cleaner vehicles imperative to
15 reducing pollution and emissions today, not
16 tomorrow. My daughter deserves to walk out
17 of her house and be able to breathe the air
18 in the street. I shouldn't have to go to a
19 website to see what the color of the air
20 index is today to decide if my kids can go
21 to the playground. And that's what we're
22 starting to face here in Philadelphia. Not
23 tomorrow, not in ten years, today. Cars are
24 a major contributor to pollution in

1 Philadelphia right now.

2 The start to making a dent in EV car
3 ownership is that it actually needs to be
4 supported. It actually needs to be
5 subsidized. The petro-chemical industry
6 with its money and its profits has fingers
7 everywhere. And today EV ownership is
8 simply a drop in the bucket. It makes up
9 just 1 percent of the U.S. market, 1. And
10 if we're hopeful, if we support it, if we
11 encourage it, it could rise to 5 percent by
12 2025. And that's why I shake my head.

13 I have heard different Councilmembers
14 say but I support EV car ownership. I want
15 Philadelphia to be more green. Then why?
16 Seriously why out of all the things we have
17 is this in the cross hairs? This is a tiny
18 program. And even by all the statistics
19 that I can find, 63 spaces. So it is nice
20 to acknowledge that the 12 people in the
21 pipeline deserve to finish the program.
22 They entered it in good faith. And it is a
23 credit you honor the agreement that they
24 started out with. So if I add them in, it's

1 63 spaces. I dug it up, that there was a
2 Center City Philadelphia parking inventory
3 done. Not residences, parking inventory.
4 And I'm not talking about all the
5 neighborhoods. The ones that I hear
6 everybody talking about are Center City
7 neighborhoods for the most part.

8 There were over 46,000 spaces. 46,400
9 on page 4 of that study. If I take 63
10 spaces, it's less than 0.14 percent. Many
11 places it's barely -- barely a tenth of
12 1 percent. It's almost statistically
13 irrelevant. Parking in the City is a
14 problem. EVs aren't causing that problem.
15 And so, attacking a program that essentially
16 works, are we attacking it because it's
17 actually successful?

18 I read through the 60 pages of testimony
19 from the previous hearing. And one of the
20 things that struck me is that we keep going
21 back to this, well, we can't possibly
22 support having four spaces on every single
23 block. And my challenge back to you, if you
24 truly support EV ownership, if you truly

1 want Philadelphia to be seen as visionary,
2 is why not? You keep saying that it's a
3 problem. And I keep saying it's a solution.
4 I would call that a victory. This program
5 without adding a single dime of cost to the
6 City of Philadelphia's budget actually
7 encourages people to go out and get electric
8 vehicles. It may actually cause people to
9 sit and pause when they are considering
10 buying or leasing a new car to go get an
11 electric vehicle.

12 And when I hear people saying, well, we
13 aren't following best practices, you know,
14 we need to make sure that we are following
15 what other cities do. How do you know that
16 the program you have in place isn't actually
17 visionary. How do you know the program we
18 have in place today isn't actually part of a
19 best practices system?

20 COUNCILMAN SQUILLA: Well, thank you.
21 And thank you for your testimony. We are
22 going to let everybody testify, and then we
23 could respond to you.

24 MS. LUTZ: I'm not done.

1 COUNCILMAN SQUILLA: Oh, okay. Then
2 maybe we won't have any questions.

3 MS. LUTZ: No. I'm perfectly happy to
4 answer questions.

5 COUNCILMAN SQUILLA: All right. And
6 then as we testify, get to your point and be
7 brief. We are going over the same thing
8 over and over again.

9 COUNCILMAN OH: Well, please be
10 courteous of the other people who are going
11 to testify.

12 MS. LUTZ: Okay. So you know, in terms
13 of fiscal responsibility, I can't stress
14 enough that the cost of this program aren't
15 actually borne by the City. They are borne
16 by the people that participate in it. And
17 in essence, I think it's kind of brilliant.
18 The City can support the program, support EV
19 ownership and not actually have to spend
20 money doing it.

21 My other question or concerns involves
22 around how this moratorium came to be
23 proposed and put in place. You know, the
24 dictionary definition of a moratorium is a

1 temporary halt to an activity. I've never
2 once seen anything written down that this
3 has an end date on it, that the City has a
4 deadline in order to provide EV parking in
5 other places. And there is no effective
6 plan in place to support EV ownership and
7 charging tomorrow. So, it doesn't look like
8 a moratorium to me. It looks like a ban.
9 If you don't have any other way to support
10 it tomorrow and you are going to shut down
11 the only way you have to do it today, the
12 City Council is effectively killing EV car
13 ownership in the City today.

14 And in questions from the PPA and L&I,
15 they stopped processing applications in the
16 processing as soon as the hearing went into
17 effect on January 30. So you know,
18 proponents have gotten their moratorium in
19 place without actually the legislation being
20 approved. You know, and as I listen to all
21 this, and I want to make sure everyone has
22 their chance, I would just ask you to highly
23 reconsider putting a moratorium in place.
24 You don't need to put the moratorium in

1 place to do what you say you want to do.

2 You can continue to let people spend
3 their own money to put more electric vehicle
4 on the roads in Philadelphia while you study
5 best practices, while you build
6 relationships, while you put in high speed
7 charges. There is nothing that I heard a
8 single one of you say you wanted to do that
9 you can't do while this program is in place.

10 You know, the Obama Administration set a
11 goal of having one million plug in EVs on
12 the road in the United States when they
13 started. And by 2017, we fell short by over
14 600,000 cars. Only 400,000 EVs are on the
15 road across the country. If we think about
16 it in terms of the environment, we are
17 failing. But it's not just about the
18 environment, it's also about being a leader
19 in new technology and having an innovative
20 program in Philadelphia aligns Philadelphia
21 as a progressive and forward thinking city.

22 You know, part of the small mindedness
23 or shortsightedness of all the people trying
24 to kill the electric vehicle in the United

1 States, if you take the argument of the
2 environment out of it, it stills leaves us
3 far behind in technology and innovation.
4 And if the U.S. doesn't lead in the market
5 in EV cars, we are going to be left behind.
6 We are going to be playing catch up just
7 like they did in the 1980s in Japan and
8 other Asian automakers with compact cars.

9 You know, it's a hard thing to do when
10 you are looking at stuff. This is my last
11 comment.

12 COUNCILMAN SQUILLA: Okay.

13 MS. LUTZ: Is supporting change or
14 making things viable isn't always easy. But
15 I've been taught from a really young age,
16 you do what you can when you can. And it's
17 helped me. And it's guided me because
18 sometimes problems seem insurmountable.
19 Sometimes things seem like you can't make a
20 difference. But we all can do what we can
21 when we can.

22 And right now in the City of
23 Philadelphia, you can continue the existing
24 program you have. And sure, some people are

1 going to be a little pissy. Some people are
2 going to say it's not fair. But you can do
3 it today. And you can keep encouraging
4 residents of the City of Philadelphia to buy
5 electric vehicles today. It's a small
6 change. It's a little change. And frankly,
7 it doesn't cost anything. So, why wouldn't
8 you keep doing it until you have the ability
9 to do something else?

10 And if you keep saying it's because it's
11 not sustainable or you keep saying it's
12 because we're not following best practices,
13 I'm not being mean when I tell you I
14 sincerely really don't believe you. It
15 looks to me like you're trying to kill EV
16 car ownership. With all the stuff that's
17 going on across the country, with all the
18 nonsense that's being passed in state
19 legislatures, it feels that way because it
20 is that way.

21 COUNCILMAN SQUILLA: Thank you.

22 Please state your name for the record
23 and proceed.

24 MS. MULLANEY: Erin Mullaney. So, I

1 prepared something and I shared it yesterday
2 with someone from your office, but it was to
3 ask that our car, our permits that we had
4 applied for and got permission to have, that
5 we still got our signs. As you stated
6 earlier, we're getting our signs. And -- so
7 thank you very much. We really appreciate
8 that.

9 So one thing I did -- I'm going to skip
10 what I prepared. And I just want to point
11 out what I brought today was a list of all
12 of the steps that we went through to get our
13 car from when we bought it from my husband.
14 And we chose to buy it because we are
15 Quaker, and we feel that we want to have a
16 small footprint on the earth. It was the
17 right decision for us. And then we went
18 through these five expensive steps.

19 And that was really it. We just wanted
20 to give a little more dimension onto what
21 the process was like for us. But we thank
22 you very much for letting us have our signs.

23 COUNCILMAN SQUILLA: Thank you. And I
24 want to say one thing before Councilman

1 Greenlee speaks. The process is tedious and
2 long and -- but I think the way it was set
3 up was because nobody knew what to do when
4 we -- 2007 had any idea how to put this into
5 place. So and we did -- as we discuss the
6 moratorium going back and forth, we got
7 strong feelings for the people who were
8 approved and did all this stuff. And that's
9 why I think the amendment was put in place.

10 I do give Councilman Oh credit for
11 looking at a compromise here. You know, in
12 the future, I am sure we will have a
13 different way to charge these vehicles.

14 But Councilman Greenlee.

15 COUNCILMAN GREENLEE: Thank you,
16 Mr. Chairman. Just quickly, because I don't
17 want to have to keep going back and forth on
18 this. One thing Ms. Lutz said very early in
19 her statements was that it's -- it wasn't
20 designed to be about fairness.

21 Well, I think when we are trying to work
22 something out here, when we are trying to
23 work out concerns that people have raised, I
24 think fairness always has to be a big part

1 of this. And now what's fair to me might be
2 different than what's fair to you and might
3 be different from fair to somebody else.
4 But I think to say that it wasn't really
5 about fairness, I have to disagree with
6 that. I think it's always about fairness.
7 Now again, we can disagree where that point
8 meets. But I think where it's always about
9 fairness.

10 And I think it's fairness to certainly
11 EV owners, but also to the other residents
12 of blocks that either don't or don't want to
13 have such vehicles. And that's what we're
14 trying to do. We are trying to find a
15 fairness here. And we might not all agree
16 on where that fairness comes.

17 MS. LUTZ: So Councilman Greenlee, it
18 just seems a little odd we talk about
19 fairness in parking. There is lots of stuff
20 the City has approved or currently does that
21 at a lot of existing residents don't seem to
22 say is fair.

23 COUNCILMAN GREENLEE: Right.

24 MS. LUTZ: No one likes to see the

1 changes in zoning regulations that are
2 allowing, you know, higher density buildings
3 coming in. Residents object to new homes
4 going in with curb cuts for garages. People
5 object and say that the ten-year tax
6 abatement is not fair. But there were
7 reasons behind those programs.

8 COUNCILMAN GREENLEE: Right.

9 MS. LUTZ: And those reasons benefit the
10 City of Philadelphia. EV car ownership
11 benefits the residents of the City of
12 Philadelphia. It helps them breathe cleaner
13 air.

14 COUNCILMAN GREENLEE: We're not saying
15 it doesn't.

16 MS. LUTZ: And helps move forward.

17 COUNCILMAN GREENLEE: What we're saying
18 is we also have heard from a number -- from
19 many people concerns about reserving spots
20 24/7. We are trying to find and, you know,
21 not everybody is going to agree with us. We
22 may not all agree with each other. But we
23 are trying to find middle ground here
24 that's, again, I keep using the word fair.

1 You clearly don't agree with it. There is
2 other people who do agree with it. And
3 that's --

4 MR. FINK: No. I agree --

5 COUNCILMAN GREENLEE: And after a while,
6 we got to make a decision.

7 MS. LUTZ: Yeah. Our public parking
8 spaces are precious.

9 COUNCILMAN GREENLEE: Right. So --

10 MS. LUTZ: I mean, I live in the City
11 and they're precious. And something that
12 precious should be used wisely. And if the
13 City has a program in place that allows and
14 encourages people to use them more wisely,
15 why wouldn't you?

16 COUNCILMAN GREENLEE: Well, what we are
17 trying to do is what -- what is why -- how
18 to define wisely. We might have a different
19 opinion on that, too. So, we are trying to
20 figure this out.

21 COUNCILMAN SQUILLA: I want to say one
22 thing, too, Councilman.

23 COUNCILMAN GREENLEE: Thank you.

24 COUNCILMAN SQUILLA: There are going to

1 be continued hearings on this. The
2 manufacturers are coming in. They are the
3 ones that also agree with us that this is
4 terrible planning for us as a City. They
5 want us to grow the infrastructure of
6 electric vehicle charging stations. They
7 understand that, you know, especially in
8 some of our neighborhoods without cars.

9 If I lived on a street that didn't have
10 parking, I can't get an EV vehicle. If I
11 lived on a street that have parking on one
12 side, I couldn't get an EV vehicle. We see
13 that this just doesn't work. The
14 manufacturers see that it just doesn't work.
15 We are not -- we are not picking on the
16 people who did it. We want this to
17 proliferate.

18 MS. LUTZ: The existing program in place
19 can still support hundreds of more EV cars
20 going on the road. And I agree that it's
21 not a program that should exist on its own.
22 But I go back to the very simple statement
23 that I made, it's what we can do today to
24 put more EV cars on the road.

1 COUNCILMAN SQUILLA: But we can't -- we
2 can't do something today that's going to
3 destroy the future.

4 MS. LUTZ: It's not destroying the
5 future.

6 COUNCILMAN SQUILLA: Or stop the future.

7 MS. LUTZ: If EV cars are going to
8 become more of a standard, then there is
9 just going to be more spots for them.
10 You're not destroying the future. You're
11 actually making the future possible.

12 COUNCILMAN SQUILLA: If you lived on a
13 street that had parking on one side and you
14 lived on the other side, what would you do?
15 You would --

16 MS. LUTZ: There are lots of things that
17 already don't apply to you if you choose to
18 live on that street.

19 COUNCILMAN SQUILLA: Well, you didn't
20 know at that time.

21 MS. LUTZ: If you became handicapped,
22 you couldn't get a handicap spot in front of
23 your house.

24 COUNCILMAN SQUILLA: No, you couldn't.

1 MS. LUTZ: You know, if you had a
2 business on the corner that happened to have
3 the No Parking on the side on the corner,
4 you can't apply for a loading zone.

5 COUNCILMAN SQUILLA: So, you see how you
6 can't grow EVs? You're really giving us our
7 argument.

8 MS. LUTZ: You absolute can grow EVs.
9 There are thousands and thousands of
10 households in the City of Philadelphia that
11 can choose to participate in this program.
12 Just because there are some households that
13 can't, doesn't mean you still shouldn't
14 encourage the people who can to go out and
15 get an electric vehicle.

16 COUNCILMAN SQUILLA: Well, I agree. I
17 think during these hearings -- hopefully,
18 you'll come to the hearings with the
19 manufacturers and PECO and -- and other
20 people who are doing infrastructures
21 throughout the country. And work with us on
22 this to grow the --

23 MS. LUTZ: I absolutely will continue to
24 come. It's just heartbreaking when such an

1 innovative and unique program, just because
2 other cities aren't doing it, doesn't mean
3 it's not part of the solution. Philadelphia
4 could actually be at the forefront of this
5 instead of at the back end of it.

6 COUNCILMAN SQUILLA: Maybe we will get
7 to that point where we come -- this becomes
8 part of, you know, nearest charging station
9 becomes just a metered station and everybody
10 can use it. And you can only park for two
11 hours. Maybe that's something that we will
12 implement. So, we could use your station.

13 MS. LUTZ: It's just heartbreaking to
14 see you cancel a program that is actually
15 working and doesn't cost the City a dime.

16 COUNCILMAN OH: I'm sorry. It's just
17 not working very well. There is almost no
18 one in this field who has said -- and we
19 have reached out to sustainable companies.
20 We've reached out to academics. We've
21 reached out to the Parking Authority and the
22 Streets Department. And even the Councilman
23 who introduced the bill, the Mayor is not
24 opposed to the moratorium.

1 Because at the time he wrote the
2 innovative law in 2007, it was very hopeful
3 that it would be an incentive. But today,
4 our City lags behind other cities by a huge
5 amount. So, we are not in the forefront of
6 EV. We are actually behind having first
7 started this innovative program. And as you
8 said, there are not more than 68 spaces in
9 the entire City over the last ten years in
10 part because nobody wants to invest in an
11 electric vehicle because there is no
12 publicly accessible charging station.

13 So, you want to get a place in front of
14 your house. You have to have the money.
15 You have to get the vehicle. And so, people
16 who don't have that kind of money, who may
17 live in an apartment, who don't have, you
18 know, the wherewithal to go through all of
19 the stuff are very discouraged.

20 What we are trying to do is to listen to
21 the experts actually, and you may be one of
22 the experts testifying at our hearing, as to
23 how can we not just do something to be
24 innovative at a time when nobody else was

1 doing anything; but how can we learn from
2 what people are doing in Europe, in Asia,
3 across the United States, in California in
4 particular, and how can we implement an
5 intelligent plan that we can actually
6 afford, plan out with public/private
7 partnerships, give licenses to certain
8 companies that will invest in the vehicles;
9 and how can we even attract the companies
10 that manufacture or assemble these vehicles.

11 So I think, you know, while I understand
12 what you're saying about, you know, you're
13 killing this wonderful program, I got to say
14 that I have not found anybody today who says
15 that this process is wonderful. And the
16 evidence is that we barely have any electric
17 vehicles in our City that can charge unless
18 it is kind of in front of their house or in
19 their garage or they happen to be wealthy
20 enough to have, you know, their own private
21 parking spot in a -- in a isolated area.

22 So you know, we can continue the
23 discussion at another point in time. And
24 that is the point in time I think you want.

1 You want to see that it is not a ban on
2 electric vehicles, but that we are going to
3 look at a investment incentives, intelligent
4 policies and bring some of the best and
5 most -- most respected people in electric
6 vehicle to our City to give us guidance on
7 how we can implement a good plan.

8 So our goal, believe me, is to encourage
9 and develop electric vehicles throughout our
10 City for all the good reasons you said,
11 including the fact that many vehicles are
12 affordable to people except for the fact
13 that they are not going to put in a charging
14 station in front of their house and things
15 like that. But the cost to them and the
16 benefits to the environment and the
17 reduction in the cost of maintenance and
18 everything else is very encouraging.

19 We also are trying to figure out our
20 grid, our power grid. So, how do we
21 intelligently, you know, and where do we put
22 Ultrafast where it's needed? You know, the
23 moderate or fast where we can, and then let
24 people do a slower version at their

1 residence or at their work places. So if we
2 look at how to strategically place these
3 charging stations so people can drive around
4 the City, go to New York, come back down
5 here, go out to Harrisburg, if we can do
6 that with our state legislature and put in,
7 you know, a basic infrastructure -- the
8 State legislature you're not a fan of those
9 I suppose.

10 MS. LUTZ: The State legislature that
11 let the one and only tiny small realistic
12 tax credit for the electric car purchase
13 lapse. And I will literally -- I mean, if
14 they put it back, I --

15 COUNCILMAN OH: It may be reintroduced.
16 And you know, one of the big things that we
17 hear from people is that they drive around
18 the City in limited -- limited miles. But
19 when they have to go far, unless they have
20 like a Tesla, then it's very difficult for
21 them. And so for us, you know, because the
22 Turnpike is licensed by -- by the State, the
23 Turnpike Commission, they can create a
24 process whereby electric charging is

1 available along the Turnpike and helps us to
2 at least go from east to west. And those
3 things would encourage.

4 But we are talking to the electric
5 vehicle manufacturers and distributors
6 because they are quite interested in what we
7 are doing. They have said Philadelphia is
8 an innovative City back in 2007. But at
9 this point in time, I'm sorry to say, that,
10 you know, we started early. And I think
11 what's good is we are trying to put in a
12 better process so that we can have more
13 electric vehicles.

14 MS. LUTZ: And I agree that a better
15 process is needed. And I am encouraged to
16 hear that you want to put in high speed
17 chargers and you want to look at more
18 program. I just don't understand why you
19 have to cancel the only program we have.
20 And that's why I say that it's more of a
21 ban.

22 This is literally a bright spot in the
23 State of Pennsylvania. And if all it does
24 in the next year is put, I'll say modestly,

1 35 more electric vehicles on the road, good.
2 It's 35 more than we didn't have before. So
3 I don't -- I just don't understand how it's
4 a bad thing.

5 COUNCILMAN OH: I will give you a
6 reason. And you may disagree with it. The
7 reason is that in a democracy, a lot of
8 people get to give their opinions. And
9 there are just a lot more people who are
10 adversely affected by the idea of having
11 reserved electric vehicle parking spots on
12 their crowded block that is reserved 24/7.

13 And so, they start to voice opposition
14 which then creates a problem for us. At the
15 same time, we have found in looking at that,
16 that this process that we have used since
17 2007 is not really encouraging the kind of
18 EV growth that we hoped or would occur. And
19 that speaking to, you know, best practices
20 and respected experts, they tell us that we
21 can institute a more intelligent
22 comprehensive plan.

23 And so, we have put a moratorium on it.
24 We have a current hearing which is best

1 practices for EV -- EVs. We held that
2 hearing to the call of the chair on the
3 chair. We are going to continue because
4 currently we are gathering witnesses and
5 documentation and evidence from a variety of
6 experts in electric vehicles. And we have
7 invited members of the public such as
8 yourself to come in and be, you know, to
9 share your ideas on how we can do things.

10 And I have met some of them, you know,
11 in my office. And you know, we have -- we
12 have -- we have a process that we start in
13 2007 that everybody that I've spoken to up
14 until now has agreed that it is not a good
15 thing to continue. So that is the reason
16 why we are putting a moratorium on it until
17 we can kind of focus on how we are going to
18 get the investments and the funds and what
19 not to do, what we need to create this
20 infrastructure.

21 MS. LUTZ: Was anyone who currently
22 owned an electric vehicle invited to the
23 committee hearing at the end of January?
24 Because you mention that you hadn't talked

1 to anybody that thought the existing program
2 was good.

3 COUNCILMAN OH: When I said I didn't
4 speak to anyone who thought the existing
5 program was good, there are people who liked
6 the program. But none of the experts or
7 none of the respected folks in the industry
8 thought it was good. There were people who
9 actually owned a spot, and they thought it
10 was good.

11 MS. LUTZ: We don't own the spots.

12 COUNCILMAN OH: That have a spot. But
13 for the most part, when I have -- they have
14 come by my office. When I have spoken to
15 them, they were fine with the idea that to
16 encourage public accessibility, that would
17 be far less tedious and suspect and
18 problematic, risky and expensive. That it
19 was better to go with a moratorium to create
20 a more intelligent plan.

21 They also advocated that residential
22 charging is important but it does need to be
23 intelligent. In other words, obviously,
24 condos, apartment, strategic locations. And

1 where there is -- where there is congestion
2 and lack of accessibility, all those things
3 have to be factored in into where do we put
4 this, and how do we do it in a way where the
5 individual does not bear the cost of this
6 infrastructure. Because the public -- the
7 public cannot pay for it car by car. You
8 know, we cannot put in an infrastructure
9 with Ultra fast, moderate and slow, you
10 know, charging stations throughout the City.

11 We would have to work with the Parking
12 Authority, which is an authority. We don't
13 run it. We have to work with our Streets
14 Department and everyone else to put it in.
15 And we want to make it available to the
16 rich, middle income and poor -- low income.

17 MS. LUTZ: So effectively, I understand
18 once this -- this committee hearing is done,
19 this becomes pending legislation. I'm not
20 assuming that anything people are putting
21 forth is going to change anyone's mind.

22 But does the moratorium still have to be
23 approved by City Council?

24 COUNCILMAN OH: Yes. If the amendment

1 is approved and the bill comes out of
2 Council or from committee, then it goes to
3 Council. And there will be a vote of
4 Council as a whole.

5 MS. LUTZ: You know, I just -- it's hard
6 for me to sit and defend a program I know is
7 so terribly flawed. I've been through it as
8 a homeowner. I've seen people go through it
9 as a contractor. And it's not perfect, but
10 it works. And I know it works today. And
11 the people -- the acceleration of people's
12 interest in the program is actually rising.

13 And I think that was part of the
14 concern, right? People are more interested
15 in the program; therefore, you know more
16 people are going to apply for the program.
17 And you are forecasting all this issues of
18 fairness and parking and streets. And time
19 is precious. And it's going to take time
20 for Philadelphia to catch up and figure out
21 how to build the infrastructure.

22 And I just keep going back to the fact
23 that you do not need this moratorium to do
24 any of the things you want to do. And in

1 all of this time, we are losing the ability
2 to encourage EV car ownership today. And I
3 know the program is not perfect. I know the
4 program cannot be used by all the residents.
5 But you have the ability to reach down and
6 actually make a difference simply by just
7 letting the program continue.

8 There are amendments you can propose. I
9 actually think looking at some of the
10 fairness for parking times. I voice my
11 concern about the night time. Looking at it
12 maybe more as like a loading zone issue to
13 actually encourage and provide those spaces.

14 Don't kill it. Don't kill it until you
15 have a way to replace it. Amend it. Look
16 at those issues of fairness. You know,
17 having spaces and crowded neighborhoods that
18 can really be used by drop-off services and
19 all the other things that people love to
20 have in the City. Figure out a way to make
21 it more of an asset and less of a burden.
22 But until you have a way to really support
23 EV ownership, please, don't kill the
24 program. It is literally one of the few

1 bright spots left.

2 And if you don't think that the decision
3 you make today is part of a bigger
4 challenge, it is. So the decision you make
5 today, is part of a bigger argument.

6 Philadelphia can stand to support EV car
7 ownership today or you can kill it. And I
8 can sit around and come to testimony, and I
9 can look at things and I can support it.

10 But it could be years before Philadelphia
11 has anything tangible to support EV car
12 ownership again.

13 COUNCILMAN SQUILLA: Thank you. Well,
14 thank you for your testimony. Hopefully,
15 you will be at the next hearings. And I
16 know there is a couple other people that
17 want to testify. We don't have your name,
18 so if you want to just come up and sit in
19 front of the three seats at the table, and
20 then sit at the rail for others that want to
21 testify.

22 We can start from left to right, if you
23 want to just state your name for the record.

24 MR. LIN: Hi. My name is Dennis Lin.

1 I'm an EV owner, and I live in Society Hill.
2 And I just wanted to address some of
3 Councilman Oh's points.

4 I think one of the problems with the
5 growth of EV ownership in Philadelphia has
6 been the process of getting a parking spot
7 in our -- in front of our houses. Because
8 if you ever went through the process, you
9 actually have to purchase the car prior to
10 even getting approval for the spot. And so,
11 I can see many people not wanting to invest
12 in a car prior to, you know, trying to get a
13 spot. I mean, and that -- that I think is
14 the greatest impediment to why there hasn't
15 been a huge growth.

16 But despite that, you know, in the last
17 two years it's been pretty significant
18 growth in the EV ownership in my particular
19 neighborhood.

20 Now I also want to address the issue of,
21 you know, you were talking about complaints
22 about the EV parking spots. And I think
23 that we need to separate the issue of
24 parking availability from the EV issue.

1 Because I think if there was plenty of
2 parking available, people wouldn't be
3 complaining about the EV spots. Now you
4 know, we really need to address parking
5 availability. And there should be other
6 processes where we can create more
7 availability of parking. I mean, if we
8 follow the leads of other cities like
9 Chicago, Boston, they have Residential Only
10 Parking in a lot of neighborhoods.
11 Basically, streets where only residents park
12 there.

13 And in our neighborhoods, we are giving
14 away two-hour free parking. People who come
15 from outside of the City, from Jersey or
16 wherever, they come into town. In my
17 neighborhood, they are coming to South
18 Street. They are going to Old City to
19 frequent the restaurants there. And they
20 say, oh, well, why should we pay for parking
21 in these areas when there is free parking in
22 Society Hill. And so, that creates a real
23 problem for most of the residents in the
24 area.

1 So, I think that if we really should
2 keep these two issues separate, then we
3 should talk about the parking availability
4 issue and try and address those. And then
5 address EV issue. Because I think if we get
6 rid of the parking issue, you know, we can
7 have a very clear and sound plan where we
8 can create the infrastructure that's needed.

9 In addition, I think that, you know, I
10 agree with the previous speaker that, you
11 know, we shouldn't get -- put a moratorium
12 on these EV parking spots. We should
13 continue to grow the EV car usage in
14 Philadelphia. Because you know, once you
15 get enough usership, then it makes sense to
16 build the infrastructure, having community
17 charging spots, having the fast chargers.

18 But you know until then, we should
19 utilize the fact that, you know, a lot of
20 these residents are willing to put in EV
21 chargers in front of their houses. And then
22 buy these cars so that there is the
23 ownership in the City.

24 COUNCILMAN GREENLEE: Okay. Thank you.

1 You want to go next? Please identify
2 yourself and proceed.

3 MR. EAGAN: Sure. Good afternoon,
4 Council. My name is Brian Eagan. I will be
5 as brief as possible. I just wanted to give
6 a voice to those who live in the Graduate
7 Hospital neighborhood south of Spring
8 Garden. And the point I wanted to address
9 is again an issue of enforcement with
10 regards to the proposed amendment.

11 I live at the intersection of Christian
12 and 19th. I work in Wilmington, Delaware.
13 I often do not return until 8:00 p.m. or
14 later. We have a number that we can call to
15 enforce spots if someone is parked in our
16 electric vehicle spot. Unfortunately, we
17 have been told on multiple occasions when
18 trying to enforce the spot after 8:00 p.m.,
19 that there is no one in our neighborhood to
20 ticket vehicles or tow the vehicles.

21 And what they tell us is that they will
22 put us on list to have the next available
23 PPA agent out at 7:00 a.m. the following
24 morning, which doesn't really solve the

1 problem that I think has been raised by
2 Mr. Fink or Edi. And I want go into the
3 issues of towing all that much.

4 But I think if -- I would urge the
5 Council to at least think about having an
6 enforcement plan in place before instituting
7 this amendment. Because if you are going to
8 narrow the window from 6:00 p.m. to
9 6:00 a.m. or 6:00 p.m. to 7:00 a.m.,
10 whatever it may be, EV spot holders need to
11 be able to know that they can enforce the
12 spots for the duration of that period.

13 By decreasing the window to only twelve
14 hours, you know, obviously, I would sit here
15 and I think advocate on behalf of everyone
16 that we would disagree with closing that
17 window. But if you are going to limit the
18 window to only those hours, we need to be
19 ensured that we can enforce those spots
20 during the duration of that period not only
21 for the periods that an agent might still be
22 in the neighborhood from Graduate Hospital
23 from 6:00 to 8:00 p.m. is really the only
24 window it can be enforced.

1 Beyond that, the only other comment I
2 make on the amendment which is one of just
3 clarity. It's unclear in terms of the
4 proposed amendment what the parking signs
5 would say in terms of how long someone can
6 park in that spot. Is it going to be a
7 one-hour spot? Is it going to be a two-hour
8 spot? I think the smaller that you make the
9 window, for example, if it's made a loading
10 zone only for non-EV cars, there is a
11 smaller chance that you are going to have
12 hold-over vehicles that need to be towed. I
13 think there is a greater fear from people
14 that park in Loading Zone Only spots that
15 they can only be there for 20 minutes or
16 they can only be there for 30 minutes, which
17 can increase or improve the turnover of
18 those spot and limit the risk of people
19 being there at 6:00 p.m. or later.

20 But I would urge that if this amendment
21 does go into place, that there is some
22 clarity added in terms of the duration that
23 someone can park in those spots during the
24 day for non-EV vehicles.

1 Thank you.

2 COUNCILMAN SQUILLA: Great idea. So,
3 that's something that we can talk here with
4 us and through the Parking Authority. I
5 mean, some neighborhoods have two-hour
6 residential permit parking. Maybe it's
7 something that becomes a residential parking
8 spot. I don't know. We will discuss that.

9 MR. MORLOCK: Thank you very much. You
10 may name is Bill Morlock. I live at 24th
11 and Pine. I feel as if I have a fair
12 investment in my EV car and charger. And
13 I'm upset that it seems the ground rules are
14 being changed out from under me after having
15 done that.

16 I think it's really important to look at
17 the bigger picture and a more robust program
18 that would bring EV assets Citywide. But I
19 really think that the existing permits
20 should be grandfathered without condition.
21 I understand that there have been some
22 complaints. I haven't heard any as I walk
23 around my neighborhood personally, but it
24 seems to me that if the effort is to get the

1 complainers off your back, perhaps the
2 moratorium is a wonderful compromise for
3 that.

4 I have to use my car multiple times
5 during the day and often at night. And I
6 have to charge my car every time I use it.
7 I don't have a Tesla. I have a Prius. And
8 so, if I can only charge at night, you have
9 taken a great deal of the utility from my
10 investment.

11 I think that these cars do provide a
12 public good. They do help with pollution in
13 the environment. And there are only 68 of
14 them. There must be hundreds if not
15 thousands of curb cuts for private
16 individual garages that I don't think have
17 any public good. Planning frowns on those.
18 Zoning frowns on those and properly so. But
19 I think properly so, all of those curb cuts
20 have been grandfathered without condition.
21 I think to not do the same for these 56 or
22 68 spaces for EV owners is terribly unfair.

23 I think that our spaces should be
24 grandfathered without condition because of

1 our reliance on this ordinance, because of
2 our investment and because of the precedent
3 of curb cuts for private garages.

4 Thank you.

5 COUNCILMAN SQUILLA: Thank you. Very
6 good statements. And I do want to say, too,
7 the reason why we have so many curb cuts is
8 Planning actually, their idea was to -- any
9 new development had to have off-street
10 parking and creating all those curb cuts.
11 Then they realized, it was a major mistake.

12 MR. MORLOCK: They didn't do that in
13 2007. They did that well before that.

14 COUNCILMAN SQUILLA: Right.

15 MR. MORLOCK: It is now recognized as a
16 mistake. And those mistakes are
17 grandfathered without condition.

18 COUNCILMAN SQUILLA: Correct. That is
19 true. Thank you. So as you see, there are
20 mistakes that are made previously because
21 not realizing the growth and how our City
22 grows. And so hopefully, we are trying to
23 prevent that in the future.

24 Councilman Greenlee.

1 COUNCILMAN GREENLEE: Yeah, just very
2 quick. Thank you, Mr. Chairman.

3 Just to respond to one of your
4 statements about just a way to get the
5 complainers off our back. I certainly
6 wouldn't put it that way. I think the
7 people -- and we can disagree on this --
8 raise legitimate issues. A lot of these
9 people can't afford the infrastructure
10 issues that some other people can. And
11 again, we are trying to find a compromise
12 here. So, it's not trying to get somebody
13 off our back. It's trying to get back to
14 the phrase that we were talking about in the
15 last panel, trying to find fairness here.

16 And again, we can disagree what's fair
17 to everybody. But that's why we're trying
18 to work out here, what's fair to everybody
19 and to you and to the folks who have a
20 different opinion.

21 Thank you, Mr. Chair.

22 COUNCILMAN SQUILLA: Councilman
23 Taubenberger.

24 COUNCILMAN TAUBENBERGER: Yeah. Well, I

1 think Bill wanted to say something. So,
2 I'll relinquish my --

3 MR. MORLOCK: Thank you. Thank you very
4 much. I don't think many folks feel that
5 curb cuts for private garages is fair. But
6 I think that it's proper that the City
7 recognizes to the investment made in those
8 curb cuts and garages and the dependence
9 that that will not be pulled away from them.
10 I'm simply asking for the same treatment.

11 COUNCILMAN TAUBENBERGER: Bill, I have a
12 question for you. How long have you had
13 this parking space in front of your home?

14 MR. MORLOCK: Early this year.

15 COUNCILMAN TAUBENBERGER: So it's --
16 okay. Couple months. Am I right on that?

17 MR. MORLOCK: Yeah. Probably a few days
18 before your first hearing.

19 COUNCILMAN TAUBENBERGER: Okay. Okay.
20 And how long have you had electric car?

21 MR. MORLOCK: I purchased the car as I
22 got the permit.

23 COUNCILMAN TAUBENBERGER: And has anyone
24 ever asked you to use your charger?

1 MR. MORLOCK: No.

2 COUNCILMAN TAUBENBERGER: Okay.

3 MR. MORLOCK: No one has.

4 COUNCILMAN TAUBENBERGER: But you would
5 like this body actually to grandfather all
6 current and accepted parking spots, which
7 would be 60 -- whatever it is?

8 MR. MORLOCK: Yes.

9 COUNCILMAN TAUBENBERGER: Okay. Thank
10 you. Mr. Chairman, thank you.

11 COUNCILMAN SQUILLA: Thank you.

12 Is -- any other questions? Is there
13 anyone else here to testify on Bill No.
14 170093?

15 (Audience member raises hand.)

16 COUNCILMAN SQUILLA: Come on up, please.

17 (Approaches Witness Table.)

18 COUNCILMAN SQUILLA: Just state your
19 name for the record, and then proceed with
20 your testimony.

21 MS. GUERRA: Good morning. My name is
22 Carmen Guerra. And I want to thank you for
23 allowing me the opportunity to provide brief
24 testimony. This is in response to the

1 electric vehicle parking testimony Bill No.
2 170092[sic].

3 As a resident of Society Hill and a
4 member of a family that invested in an
5 electric vehicle parking program, we
6 invested a significant amount of funding in
7 the form of thousands of dollars, including
8 purchasing of a new car, a Ford Fusion
9 Energy, invested time and effort all in good
10 faith that the City would allow us to use
11 our charging spot 24/7.

12 I want to echo the sentiments that it
13 seems like Council is now punishing us for
14 simply following the law and for trying to
15 encourage positive change in our City. A
16 positive change for the environment, for the
17 health and for the economics of our City.

18 A core issue here is that the neighbors
19 that complain about EV parking are
20 effectively doing so to serve their own
21 interests of having access to parking. On
22 the other hand, as you have heard today, EV
23 owners are interested in making our City
24 healthier, improving the environment, and

1 finding new economic support for our City.
2 And we're willing to spend our own money to
3 do so.

4 As I read the moratorium, I found it
5 difficult as a mother of three how I would
6 explain that decision to my children. We
7 are the stewards of their health and their
8 environment. And the lack of support for
9 this program does not send a positive
10 message to your children.

11 And finally, Councilman Oh earlier
12 stated that there are a great many people
13 who are not benefitting from this program
14 and that you have to balance their needs.
15 And Councilman Oh, I respectfully disagree.
16 I'm also a primary care physician. And I
17 have been employed at Penn for over 20
18 years.

19 As a primary care physician, I see
20 patients with asthma flares, with lung
21 cancers and other cancers that can be
22 attributed to the pollution. And I am here
23 to also speak for those patients who cannot
24 be here to speak for themselves. Some of

1 them are fortunate to be alive and some of
2 them have passed away from some of these
3 illnesses. These illnesses and deaths are
4 consequences of the decision you are making
5 today about EV vehicles in favor of the
6 convenience of non-EV owners. I heard many
7 alternative good ideas today in various
8 testimonies. I really hope you will
9 consider these and have not come here having
10 made up your mind.

11 I commend you on your plan to pursue a
12 long term solution to the problems we have
13 discussed today of being able to access of
14 additional EV vehicles. And I really do
15 stand ready to support you in those future
16 solutions. And I really mean that. Please
17 include me.

18 And I want to thank you for the
19 opportunity to provide that very brief
20 testimony.

21 COUNCILMAN SQUILLA: Thank you. Thank
22 so you much. And thank you for your
23 testimony. And we hear your concerns. And
24 hopefully as we move forward, we will be

1 able to make this something that would be
2 acceptable by everybody. Thank you so much.

3 Is there any other questions?

4 COUNCILMAN TAUBENBERGER: One more. And
5 it is for Bill Morlock.

6 MR. MORLOCK: Yes, sir.

7 COUNCILMAN TAUBENBERGER: If you can
8 come back for just one quick question.

9 You had said that you have to charge
10 your vehicle after every use; is that
11 correct?

12 MR. MORLOCK: Yes.

13 COUNCILMAN TAUBENBERGER: And how long
14 does your vehicle actually hold a charge
15 for.

16 MR. MORLOCK: This is a Prius plug-in
17 hybrid.

18 COUNCILMAN TAUBENBERGER: It's a hybrid.
19 So, there is some electrical -- I mean,
20 there is some gasoline?

21 MR. MORLOCK: Yes, there is. It has
22 about 14 electric miles in it. After those
23 14 miles are expended, I'm now a gas burner.

24 COUNCILMAN TAUBENBERGER: Got it.

1 MR. MORLOCK: It does have a hybrid, so
2 that there is some internal battery. But
3 for the most part --

4 COUNCILMAN TAUBENBERGER: Does that
5 charge when the electric --

6 MR. MORLOCK: Yeah. Yeah. But as I do
7 errands or have business appointments or
8 medical appointments or so forth and so on
9 throughout the City, I almost never travel
10 more than that EV will get me. And so, I
11 can -- I can do those. If I can come back
12 and charge, I'm an electric vehicle again.

13 I just -- I just simply couldn't justify
14 a 300-mile range. So this -- this little
15 used Prius I have is for me, for the most
16 part as I travel in the City, a very
17 affordable electric vehicle.

18 COUNCILMAN TAUBENBERGER: Sure.

19 MR. MORLOCK: With all of the benefits
20 that everyone has talked about.

21 COUNCILMAN TAUBENBERGER: All right.
22 But now, does the car automatically make
23 that switch? You don't switch to go from
24 electric to gas? It does it on its own?

1 MR. MORLOCK: Yes. I'm still working on
2 the buttons. But if I hit the EV button, it
3 will be an EV car until it expends the
4 battery. And then it will do its own thing.

5 COUNCILMAN TAUBENBERGER: Which is 14
6 miles?

7 MR. MORLOCK: Yes.

8 COUNCILMAN TAUBENBERGER: Not even the
9 whole length of the City if you went from
10 one length to the other.

11 MR. MORLOCK: As I say, when I'm moving
12 around in the City, it's for me an
13 affordable electric vehicle --

14 COUNCILMAN TAUBENBERGER: I got it.

15 MR. MORLOCK: -- with all of those
16 benefits.

17 COUNCILMAN TAUBENBERGER: Okay. All
18 right. Thank you very, very much.

19 Mr. Chairman, thank you.

20 COUNCILMAN SQUILLA: Thank you so much.
21 And I believe there's nobody else here to
22 testify?

23 All right. Thank you. That will end
24 our hearing. We will go into committee.

1 Councilman Greenlee. Committee Meeting.

2 - - -

3 (Public Hearing concludes and Committee Meeting
4 Commences.)

5 - - -

6 COUNCILMAN GREENLEE: Thank you,
7 Mr. Chairman.

8 I move the adoption of the amendments to
9 Bill Nos. 170020, 170010, and 170093, I move
10 that they -- that those amendments be
11 approved.

12 (Duly seconded.)

13 COUNCILMAN SQUILLA: Those bills have
14 after being amended have been read into the
15 record and seconded.

16 All in favor?

17 (Ayes)

18 COUNCILMAN SQUILLA: Any opposed?

19 The ayes have it. The amendment to
20 those bills have now been approved.

21 Councilman Greenlee.

22 COUNCILMAN GREENLEE: Thank you,
23 Mr. Chairman.

24 I move that the following bills be

1 reported out of this Committee with
2 favorable recommendation, and that the Rules
3 of Council be suspended to allow for first
4 reading at our next session of Council.

5 Bill Nos. 170202, 170004, 170111,
6 161057, 170018, 170193, 170020 as amended,
7 170092, 170014, 170112, 170113, 170001,
8 170003, 170010 as amended and 170093 as
9 amended.

10 (Duly seconded.)

11 COUNCILMAN SQUILLA: Those bills have
12 been read into the record and seconded.

13 All in favor?

14 (Ayes.)

15 COUNCILMAN SQUILLA: Any opposed?

16 Ayes have it. All bills have been
17 approved with suspension of the rules to be
18 read at the first Council session next
19 meeting.

20 Thank you very much. Thank you all for
21 your testimony and your time. Have a great
22 day.

23 (Committee adjourned at 12:14 p.m.)
24

C E R T I F I C A T I O N

I, hereby certify that the
proceedings and evidence noted are
contained fully and accurately in the
stenographic notes taken by me in the
foregoing matter, and that this is a
correct transcript of the same.

ANGELA M. KING, RPR
Court Reporter - Notary Public

(The foregoing certification of
this transcript does not apply to any
reproduction of the same by any means,
unless under the direct control and/or
supervision of the certifying reporter.)

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