**DC Transportation Electrification Roadmap Stakeholder Feedback Session Discussion Questions**

**Equitable EVSE Placement (4.29.21)**

1. Where would you like to see EV charging?
2. How do you define equitable placement of EV chargers? How do you envision equitable EV charging development?
3. What are your concerns about EV charging?

**Electrification Policy/Transportation Needs Assessment (5.13.21)**

1. What is your initial feedback about transportation needs related to electric transportation programs?
2. Is there anything in particular you would like to see addressed in the Transportation Needs Assessment?
3. Were you aware of the current EV policies and incentives or do you think people you interact with are informed of these?

**Incentives (5.27.21)**

1. What are the barriers facing businesses and fleets to acquire EVs or to add EV charging?
2. As a business or fleet, how would potential demand charges affect your likelihood of EV adoption?
3. What incentives might encourage you to acquire EVs or install EV charging?
4. What incentives would be least likely to encourage you?

**Electric Vehicle (EV) and EV Service Equipment Strategy (6.24.21)**

1. **What are the barriers facing businesses and fleets to acquire EVs or to add EV charging?**
2. **Would Level 1 charging access near your home or at work be adequate for the majority of your charging needs?**

(For reference: Level 1 adds about 4 to 5 miles of range to a vehicle per hour of charging time. Charging overnight (~8 hrs) would add about 40 miles of range. Plug-in hybrid vehicles often have an electric range of 20-50 miles, so recharging even a fully depleted battery can be done in eight hours. Plug-in hybrid vehicles often have an electric range of 20-50 miles, so recharging even a fully depleted battery can be done in eight hours.)

1. **What are your thoughts about the new EV Readiness Amendment Act of 2020 for all new construction or substantial improvement of commercial or multi-unit buildings?** (More info on D.C. Act 23-572 below.)

Amendment to the Green Building Act of 2006 requires that after January 1, 2022, all new construction or substantial improvement of commercial or multi-unit buildings that have 3 or more off-road parking spaces will be required to include electric vehicle make-ready infrastructure for at least 20% of the parking spaces.

It also requires the Department of Energy and Environment to establish incentives for property owners to install electric vehicle make-ready infrastructure in a greater percentage than required under the act.

1. **What incentives might encourage exceeding the minimum requirement of 20% of make-ready?**

**School Bus Electrification (7.29.21)**

* + - 1. What benefits or priorities about electric school buses are the most important to you? What would be most important to inform communities about?
      2. How would you like to see the electric school buses deployed initially?
      3. How can the District serve equity and racial justice in its electric school bus fleet transition?

**Additional questions**

Are there other needs that weren’t discussed in the previous questions?

Any other questions/concerns/comments that were not addressed?