



Save the dates:

Annual Virtual Finance & Business Symposium – July 21, 2020

Topics to be covered include:

- Financial and operational impacts of COVID
- Collections Procedures
- Winter Moratorium on Disconnection
- Responding to the USPS deficiencies in billing and payment delivery
- Owner requests for termination of service to tenant-occupied dwellings

*Registration information will be available at the beginning of June.

2021 PMEA Annual Conference – September 8-10, 2021

Penn Stater Hotel & Conference Center, State College

Nominations -

Nominations to the PMEA Board of Directors are currently being accepted. All board members are elected at large but there must at least one board member from a borough with less than 1,600 meters. With 3 seats open, one seat currently represents a community of less than 1,600 meters. Nominations should be made by the elected council as the seat is awarded to the municipality and not the specific individual. The election for board members and officers will occur at the business meeting during the annual conference in September. To submit a nomination, please contact Diane Bosak, bosak@papublicpower.org.

Watch your email and the PMEA website (www.papublicpower.org) for updates and registration information.

Electric Vehicles and Their Impact on Public Power Electric Systems

By: Norm Baron, P.E., Utility Engineers, P.C. - Engineers to PMEA



There is a lot of news these days about the benefits of owning Electric Vehicles (EV). These benefits include cost savings to EV owners and most importantly how EV's will help curb our dependence on oil and reduce carbon emissions. But have you ever wondered how these EV's are going to impact your Borough's electric system?

Let's start with some facts.

Based on numerous articles, it is anticipated that by 2025, 10% of all cars on the road will be EV's. That number is expected to grow to 15-20% by 2030 and 58% by 2040. To support this growth, car manufacturers are retooling some of their factories to meet this demand. General Motors for example, plans on not producing any gas-powered cars after 2035. Ford, Chrysler and the other manufacturers are not far behind. It is estimated that by 2025, the purchase price of an EV will be comparable to that of gas power cars.

EV's requires chargers to charge the EV's batteries when the vehicle is not in use. It is estimated that 80% of EV owners will install chargers in their homes. The balance of EV owners will rely on public charging stations or charging stations located at their place of employment. These charging stations can present a loading issue for the Borough's if not properly monitored.

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Electric Vehicles (continued)

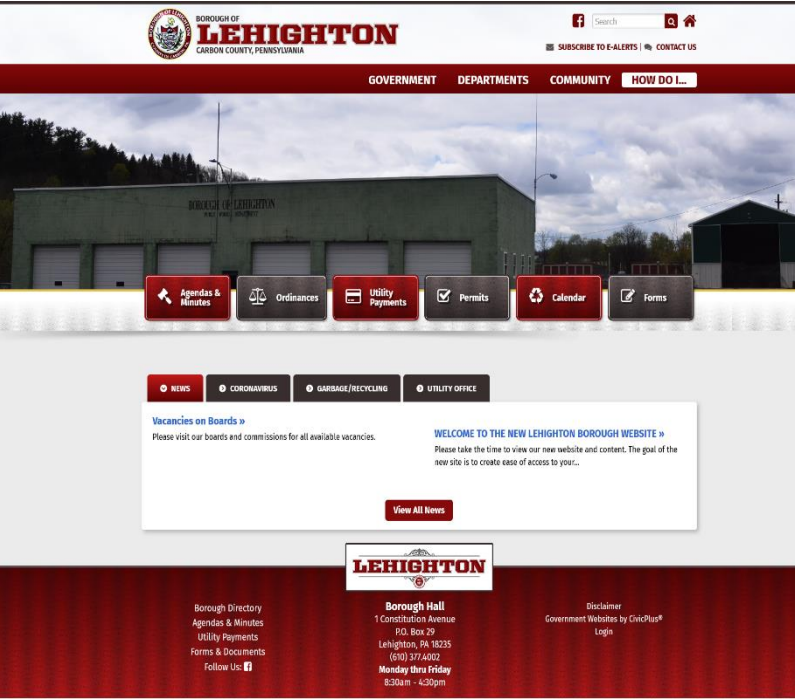
Residential chargers are classified as either Level 1 or Level 2. A Level 1 charger is a “slow charger” and is typically rated at 1.4kW. Level 2 chargers are considered “quick chargers” and come in a variety of ratings ranging from 7.2kW up to 19.2kW. Both Level 1 and Level 2 chargers are considered to be low energy, high demand devices. Studies indicate that by 2030 electric utilities can expect an increase of 5-10% in energy sales and a 25-35% increase in demand capacity due to vehicle chargers.

So, what does all this mean for your Borough’s electric system? Adding numerous high demand devices to your electric system may require infrastructure upgrades to meet the increase in load. These upgrades may include adding distribution circuits, increasing distribution circuit conductor size, increasing customer service transformer size and possibly adding capacity to the substation/switch station. All of these items require advanced planning because of the cost and time it takes to implement these types of upgrades. Each Borough should evaluate their electric system to determine if any of these upgrades will likely be required to meet the expected load increase.

In addition to looking at infrastructure upgrades, the Borough’s should consider adding a rate that ensures that the majority of EV charging occurs off-peak. This can be accomplished by implementing a Time of Use (TOU) rate. A TOU rate will incentivize customers to charge their EV during off-peak hours and penalize customers for charging during peak load hours. Implementing a TOU rate could flatten the demand curve and could delay any infrastructure upgrades that would otherwise be required.

Based on the nationwide push to be carbon neutral by 2050, it is inevitable that your Borough will experience an influx of EV’s in the coming years. Proper infrastructure and rate planning today will head off making rushed decisions in the future.

Borough of Lehighton Redesigns Website and Features Public Power



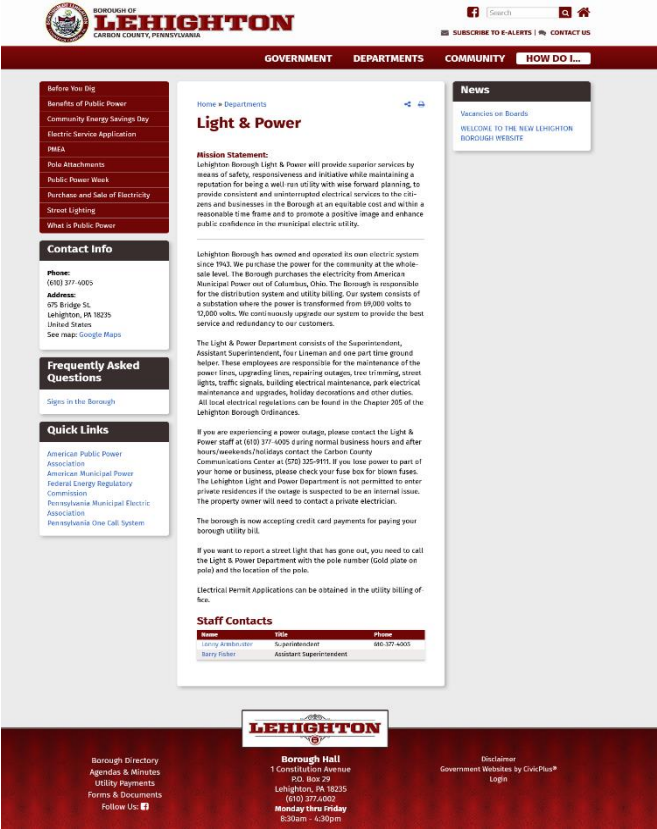
Lehighton Borough recently redesigned their website to enhance features and provide more information to residents. The former site was more than 10 years old and not mobile or user friendly. An outside firm was engaged to do the design work, but borough officials created all the content and directed the work of the outside firm.

The new site allows Lehighton to make updates on their own – a key criteria for the borough in the redesign. In addition to regular updates, the borough can place urgent alerts on the site and also send e-alerts to the public if they elect to participate.

Nicole Beckett, Borough Manager, stated that, “we have received many compliments. Our staff is proud to refer the public to the site for all of their utility and electric needs”. She also added that the new site offers analytics along with the most visited pages which the old site did not have. Beckett commented that she “has no doubts the new site is being used more”.

Overall, the new website creates an ease of access to documents and the local government officials. The borough was certain to put a focus on their pride as a Public Power Community and provides a brief history of its electric system. They also feature information from AMP and PMEA about the benefits of public power and links to the state and national organizations.

For more information, contact Nicole Beckett, Borough Manager, nbeckett@lehightonborough.com or visit at www.lehightonborough.com.



Kutztown's Broadband Featured in GovTech



The Borough of Kutztown was recently featured in an article on broadband – *Can Municipal Networks Solve America's Connectivity Problem?* - in Government Technology. With so much state and national focus on the need for better internet access, particularly in rural areas, Kutztown's fiber optic publicly owned network is one of few in the country.

In 2000, the borough developed the network as the need for improved speed and access to the internet became more evident in the community. Home Net, the official name of the network, has been able to offer lower rates and higher download speeds. Residents can buy the service through the borough just as they do other utilities such as electric and water.

"While the attention is on the need to further improve and develop broadband access in all communities, including support for critical infrastructure, we are concerned that municipally owned systems such as ours will become a target by the large, private broadband providers", stated Gabriel Khalife, Manager, Borough of Kutztown. He added that the borough also hopes that they will be able to access the proposed funds to enhance their own network.

PMEA Launches New Program for Members

To enhance the quality and range of services offered to our member municipalities, PMEA is introducing the Public Power Services Program (PPSP). This program is open to all PMEA members for services related to public power only.



The PPSP is designed to provide legal, engineering, and/or management related services to PMEA members. PMEA is pleased to partner with Utility Engineers, the Meyner Center, and Salzmann Hughes for this range of services. All services requested must be public power related. Examples of possible project areas include systems design, operation or management; electric rate studies; technology implementation; organizational assessment; financial analysis; electric systems billing and collection; power purchase agreements; and more.

Once the PMEA member municipality has the initial consultation and an estimate of costs for a specific project, the member may submit an additional request to PMEA to assist in funding a portion of the project costs. Members will submit the specific project and budget information to the PMEA executive director (via the form provided on the website). All requests will be considered by the PMEA Board. PMEA has established a separate fund for this program and all requests related to public power will be honored until the allocated funds are exhausted.

If your municipality has a specific project/service need that is public power related and can be addressed by one or more of our partner providers, it may be eligible. An application is available on the PMEA website - www.papublicpower.org/services.

Energy Choice Legislation Gets Hearing in Senate



PMEA recently provided written comments in response to legislation that seeks to preempt municipalities from adopting any policy that would restrict utility services based on the source of energy. The legislation does contain a provision to exempt municipalities to manage or operate a public utility. PMEA focused on the exemption language and stated that "despite SB 275's inapplicability to municipally provided utility services — an explicitly stated exemption for those municipalities, including PMEA's members, who provide their own utility services to residents is appropriate".

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Energy Choice (continued)

Senator Yaw, prime sponsor of the bill, stated that the sole purpose of the measure is to prevent discrimination in the choice of energy or any project that may occur in a municipality. He noted that he has 144 different municipalities in his district, each with different projects and wats to produce energy. The Senator added that he believes diversity in energy is the best course of action and similar legislation has already passed in Ohio.

Representatives of PSATS, PML, and PSAB testified. Ronald Grutza, senior director of regulatory affairs, Pennsylvania State Association of Boroughs (PSAB), expressed concerns over the broad language of SB 275. He added that “PSAB is not aware of any municipality in Pennsylvania that has enacted or is considering enacting an ordinance which prohibits the use of certain types of energy sources. We are aware of municipalities that have adopted Local Climate Action Plans through DEP’s Local Climate Action Program”. He urged the committee to narrow “the scope of the bill to minimize any potential unintended consequences”.

Associate Member Spotlight



Altec is the leading provider of truck mounted equipment for the electrical utility industry. We offer a full line of digger derricks, bucket trucks, pulling equipment, back yard equipment, as well as hybrid technology. We also support our equipment across the

country with both mobile service technicians in addition to physical shop service locations. Altec has all of our equipment on the Pa state contract, Sourcewell and Costars contract. Finally, we offer a full line of leasing options including municipal leasing options. Like us on Facebook.com/Altec; Follow us on Twitter @AltecInc; and visit us on the web at www.altec.com.

Are You Public Power Proud?

In your annual dues packet sent in early April, you should have received the magnets, clings, and stickers for our public power communities.

Show your pride in public power by attaching these magnets or door/window clings to your vehicles, offices, etc. **We have extras!** If you need additional items, please contact PMEA.



We Want to Hear From You

Please share with us your exciting projects and photos for future newsletters. Your submissions should be sent to bosak@papublicpower.org at any time and we will use them in upcoming editions.

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