



## Legislation Details

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TO THE PRESIDENT AND MEMBERS OF THE  
COUNCIL OF THE CITY OF PHILADELPHIA:

For the reasons discussed below, I am returning Bill No. 170093-A, which passed Council on April 6, 2017, to your Honorable Body without my signature.

Bill No. 170093-A would impose an indefinite moratorium on the permitting of new electric vehicle parking spaces. The measure would also limit current permit holders from exclusive access to those spaces to the hours of 6 p.m. to 6 a.m.

As you know, I was the sponsor of the original legislation (Bill No. 070788, approved November 15, 2007) that provided for the designation of electric vehicle on-street parking spaces. That measure sought to decrease barriers to charging infrastructure EV usage, a goal which I continue to strongly support.

But in the decade since the original measure was signed into law, the EV industry has grown considerably, and Philadelphia's EV policy needs to mature with it. I believe hitting the pause button on the issuance of permits, for what I hope will be a relatively brief period, is appropriate. Based on the rapidly changing technology, the disparity of approaches in peer cities and the unique characteristics of Philadelphia, we need some time to establish the most appropriate approach.

Specifically, during this moratorium period the City needs to study:

- \* the behaviors and needs of drivers and EV owners
- \* the changing technology of EVs and EV charging infrastructure
- \* potential incentive mechanisms
- \* various models used for integrating EV infrastructure into the transportation network
- \* best practices for EV parking wayfinding

I am, however, concerned that the moratorium created by Bill No. 170093-A is of an indefinite duration. That sends the wrong message to residents about the benefits to our City of EV usage. This moratorium must not lead to a period of inactivity by the City on this issue. And while I appreciate Councilman Squilla's separate measure, Bill No. 170336, which would set a timetable for the moratorium, I believe the period should be one year, rather than two as proposed by that measure.

During the moratorium, I will dedicate the resources of my Administration to working with City Council to develop a comprehensive solution that encourages the growth of electric vehicle usage, safeguards the needs of other residents, and promotes mass transit as well as active transportation. To that end, I propose the creation of a joint Council-Administration working group on electric vehicle usage, and I look forward to working with you on this in the weeks ahead.

Respectfully,  
JAMES F. KENNEY

Mayor

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