Greener Gov: Clean and Efficient Transportation Project Team
August 22, 2019 Meeting Notes

Present:

Pat Caron – Judicial
Rob Dollak – Military
Mary Farnsworth – OEC
Paul Farrell – DEEP
John Getsie – DMV
Rick Hanley – DOT
Steven Hecimovich - DMHAS
Suzie Huminski – CSCU
Paul Kritzler – DEEP
Matt Macunas - CGB
Gerald Mallison – OEC
Steve McGirr – DAS
Sarah Normandie – OEC
Andrew Norton – ADS
Allan Peterson – UCONN Health

On Phone:

Keri Enright-Kato – DEEP
Jeremy Hunt - DEEP
Rick Rosa – UI

Matt opened the meeting discussing materials he circulated related to the following core mission of the work group and to its reporting deadlines, as found on the Project Teams flyer at the hosting page for the initiative https://portal.ct.gov/GreenerGov:

Mission

Identifying a suite of strategies to:

1. Reduce vehicle emissions
2. Right-size the agency vehicle pool
3. Switch to electric vehicles (EVs)
4. Develop corresponding charging infrastructure and charging operations.

Develop a plan and written standard operating procedures to take the deployment process and make it part of business-as-usual for a state agency.

Deadlines

By November 15, 2019:

- Develop a suite of sustainability strategies that all agencies can reference.
- Identify an agency pilot project or projects (may be a project already beginning or at a Project Team's agency) to implement one or multiple sustainability strategies.

By April 2020:

- Based on a suite of strategies and pilot-testing experience, develop standard operating procedures or contracts for implementing these measures statewide.

High-level takeaways

Scope of Activity

- State motor pool. Personal vehicles are not under discussion.

Pilot Projects

- DAS is underway with pilot activity planning for optimizing and electrifying the state motor pool. This can constitute the project team's pilot because it will be spreadable to all agencies.
    - A key early step includes establishing telematics on all vehicles in the fleet.
- Location
    - A centralized garage/lot would be a leading prospect. DOT has multiple fixed lot motor pools, currently no EV chargers.
    - DAS has several Hartford area prospects.
- Proposed Process
    1. Identify if underutilized EV chargers exist
    2. Determine vehicle use patterns conducive to EV driving
    3. Recruit champions at agencies who would be points of contact and early EV adopters

Deployment Targets

- The 2019 state budget mandated a fleet deployment target. Starting in 2030, 50% of new passenger vehicles must be EVs.
    - Typically 15% of the fleet (or 600 vehicles) is replenished each year. So the first purchase year in 2030 will involve at least 300 EVs. This activity is meant to create the glide path for getting at least to that level.
- Get to a sufficient level of charging infrastructure to support EVs along the deployment growth path.

State Employee Education

- A subgroup was established to begin devising state employee education. This can start without delay in terms of contemplating general EV education and success stories, and it can eventually also include promulgation of standard operating procedures and materials. A DAS web hub can eventually host these.
- Volunteers as of 8/22 were Rick Rosa, Paul Farrell, Paul Kritzler, Andrew Norton. Paul Kritzler is the point of contact.

Next Meeting will be 3rd week of September, location and time TBD.

- The focus will be on the business case for fuel switching, currently under development by DAS. Presentation by Steve.

Timeline of Work Activity

- Matt will develop a timeline of planned work activity for the project team.

Dialogue Notes

Rick Hanley - Discussion as to whether the development of some programs benefit state employees and not the general public.
Paul Farrell - Should be only state vehicles addressed in this plan and not personally owned vehicles which could be problematic. It prompts questions of whether an employee benefit is created for some and not others by providing vehicle charging. Intent could be misinterpreted.
Educate state employees regarding electric vehicles because many of them do not currently want to drive the earlier models. An in-car list of state or area charging stations might be supplied for EVs.

Steve McGirr suggested starting a subcommittee to work on educating state employees regarding EVs, carefully choosing staff to initially use EVs is very important to establish early success in the program.
Two Chevy Bolt's available at fleet for demonstration purposes.
Chevy Volt – plug in electric, Bolt – fully electric (loses 30% of range in winter for heat)
Keri asked about whether telematics are currently available with the EVs. Steve answered that CA currently is in a trial with Geotab and CT should be moving telematics as well.
Mary discussed keeping group recommendations focused and not carrying large price tags for agencies.
Paul Kritzler spoke about having agency champions for EVs to help the process along. Get survey data from agencies regarding their use of EVs, length of drives, etc.
Costs for infrastructure will be relatively high, sometimes as expensive as the EVs themselves.
DEEP and US Dept of Energy have maps available showing charging stations available in the state currently 324 charging locations with over 800 chargers.
Steve McGirr stated that it is not expected that employees will be charging EVs during the day when they are using them.
Rick Rosa talked about backing into the number of charging stations that would be required. By 2030 50% of state vehicle purchases must be EVs there should be a parallel goal to identify building the required infrastructure for the required EVs and having the proper mix of level 1 and 2 chargers. Pro light tool is available to analyze the need for level 1, 2, or 3 chargers based on vehicle fleet size.
By 2022-2023 the state will be buying the vehicles that are retired by 2030. Typically 15% are replenished each year. In 2030, 300 purchases will be EVs.
Matt questioned whether charging stations should be located where the public could pay for use when they were not in use by the state.
Andrew mentioned that changes in technology could render some of the long term planning for EV infrastructure somewhat invalid.
There are chargers that will automatically switch between cars overnight.
Level 2 chargers cost approximately $500 but the cost to bring the electricity to them is much higher it is most cost effective to install as many as required at one time.
We need to understand how far these vehicles are driven to determine accurate charging needs. (level 1, 2)
All EVs come with level 1 charger, so to use level 2 new chargers are required.

Installation of 10 level 2 chargers can cost up to $100K
CSU has a program that for a $20 flat fee students can ride any type of public transportation which is geared to getting kids out of cars. The final report might make mention of this UPass project and the need for mass transit use.
Should we look into partnering with private businesses, towns, etc to cost share for infrastructure.
Alternate vehicle locations must be utilized for the benefit of the agency only not the convenience of the driver.
Infrastructure needs to be scalable and replicable.
A state motor pool EV lease is approximately $125 more than an ICE vehicle. To make it worthwhile you must factor in the reduction in employee time spent in fueling ICE vehicles. Without that factor it doesn't really pan out as effective cost wise.
EV's need to be inspected by fleet every 6 months or 6,000 miles.

Pilot locations – DOT has fixed lot centralized motor pools, but currently no EV chargers. UConn Health has 2 CMax parking enforcement vehicles and 4 charger plugs on campus. SCSU has three charger plugs in its garage. Many state properties are leased so putting infrastructure in could be problematic, in part because state bond money cannot be used on leased space. Courthouses aren't leased and don't relocate, so those could be considered.

Operating costs – fuel expense is treated under a different budget than a project's capital budget. For EVs the fuel expense will likely show under the adjacent building's electric bill and not on the vehicle; most EV chargers don't have separate meters and are "behind" a building's meter.

Could the State be a "network" host and provide public access for charging at state-utilized charging stations, charging the public?

For next meeting – subgroup for education of EVs at agencies. Rick Rosa, Paul Farrell, Andrew Norton, Paul Kritzler volunteered for the group, Paul will be key point of contact.