

Greener Gov: Clean and Efficient Transportation Project Team

October 21, 2019 Meeting Agenda

1:00 P.M. @ DEEP Holcombe Room, 79 Elm St., Hartford

1. Introductions

Members Present:

Rob Dollak	Paul Kritzler	Steve McGirr
Paul Farrell	John Getsie	Andrew Norton
Jen Loo	Rick Hanley	Allen Peterson
Steve Hecimovich	Matt Macunas	

On Phone: Jeremy Hunt and Rich Rosa

2. Updates from DAS

Trickle-charging evaluation

Steve McGirr tested “level 1” charging with a Bolt for 16 hours, during which the vehicle received 50 miles of charge. The group discussed the efficacy of level 2 versus level 1 charging, given the substantially higher infrastructure costs with each step increase in electricity amperage, also factoring in unit efficiency losses. While vehicles that are used for shorter average trips might still receive adequate range from level 1 trickle charging, it was determined that – particularly early in the pilot – there will be a need for level 2 charging to provide assurance of vehicle uptime during weeks in which vehicles receive moderate-to-heavy usage.

Pilot Locations

McGirr and Rick Hanley investigated a DOT motor pool in Newington that has 40 vehicles. DOT already installed and paid capital costs on make-ready work that interconnects charging infrastructure to the electric distribution system; installation of the actual chargers is still required (number to be determined) and this could take a few months. Billing is probably tied to the building electric meter. This is a secured lot that is not open to the public.

There is an adjacent public lot that is already wired for ~12 chargers that might be used for public charging. Wiring is not interconnected fully to building. If using VW money for chargers, then a

greater cost match is available for chargers with public accessibility. There are no contingency limitations on VW funding when it comes to bidding in different scenarios at once.

Telematics

DAS is also entering into a telematics pilot with Chevin Fleetwave and Geotab for 40 vehicles over 60 days. These are largely existing ICE vehicles but will include one or more battery EV and a PHEV. Telematics will track daily vehicle mileage and garaging locations, making for easier identification of good use cases for EV conversions. Tracked vehicles are spread across agencies like Lottery, Chief Medical Examiner, DAS courier and motor pool rental fleet. Costs are ~ \$18/vehicle for GPS monitoring. DAS will meet over the next few months on proof of concept and deliverables.

3. DEEP update on policy documents

Paul Farrell provided high level overview of PURA's docketed [Equitable Modern Grid](#) proceeding, which will have an activity track ([17-12-03RE04](#)) centered on zero emission vehicles. Among other things, it is expected to be an avenue for consideration of utility make-ready proposals that could substantially change EV charging project economics for site hosts.

Farrell also reviewed subjects considered in DEEP's draft [EV Roadmap](#) policy document, posted for [public comment](#):

- Equitable access
- EV deployment trends and projections based on policy goals, e.g., the ZEV MOU commitment of 125,000 vehicles by 2025 (under federal challenge)
- EV charging infrastructure – a need will exist for thousands of new public chargers and hundreds of new fast chargers
- Residential and workplace charging
- Rate design
- State CHEAPR rebate
- Funding mechanisms to support the transition
 - VW infrastructure allocation
 - Electrify America
 - Transportation and Climate Initiative

The group discussed the propriety of providing input into either of these public proceedings as a unit representing the interests of state motor pool efficiency rather than as component organizational members of the working group. Group members preferred to develop and provide such feedback individually (if applicable), and generally had complementary comments on these initiatives.

4. Deliverables

The group discussed several items recently circulated for group review, with feedback requested by Monday, November 4th.

Survey

A draft survey instrument for agency transportation managers (ATAs). This survey will solicit mostly anecdotal information relating to the utilization of existing charging infrastructure and motor pool parking areas.

Informational Material

Two one-pagers with helpful information, one aimed at ATAs to educate them on the overall LBE fleet initiative and how EVs fit in, and another one-pager aimed at vehicle operators and used as in-vehicle reference material.

Business-As-Usual Recommendations

The working group's draft sustainability strategies and standard operating procedures for state agencies are under development in the BAU Recommendations document; the group is soliciting feedback or additional ideas to these:

1. Have agency sustainability officers involved in vehicle procurement, picking most efficient first
2. Vehicle only used for official state business and parked in particular locations
3. Analyze vehicle miles traveled for efficiencies, using telematics
4. Agency SSO establishes agency policies on when it is business use
5. Use telematics to reduce fuel consumption with driver habits

There was discussion on the possibility of including vehicle "environmental scores" as an evaluation metric for vehicle selection under recommendations #1 and #4, and also of the possibility of an award program for successful agencies.

The group determined that these recommendations should be run by several SSOs for input on the possible additional work burden, with the knowledge that much of the work will flow down from DAS and be relatively uniform or automated by the time SSO action is required.

It is anticipated that the content above – once developed - should be submitted to the LBE liaisons to drop into a coherent design format that's recognizable to the LBE theme.

5. Next meeting – Wednesday, November 6th 1:00-3:00 P.M. at DEEP Holcombe Room.