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| **Working Group: PUBLIC ENTITIES** |
| Challenges and barriers (15 minutes):* Funding and commitment
* Need to make it easier for public entities to purchase EVs by having them on state contract; also get EVSEs on state contract
* Lack of executive-level policy (local and state) level to integrate efficiency/sustainability – no top-down policy direction/ lack of executive direction
* Getting local govts to be able to get the right people at the table to make things happen
* Procurement processes pose challenge
* Lack of understanding of new technology for fleet managers
* Need for training/operations and maintenance/ training also for finance staff
* Need to get utilities engaged early & in full communication throughout the process
* Lack of legislative guidance in support of EV and EVSE
* Impact to fuel taxes/is this a barrier for legislative action?
* Communication – need for awareness and education on EVs… needs to start from ground up. Needs to come from local entities to consolidate and coordinate their views – this could lead to legislative action
* What is net benefit of EVs – needs to be communicated from local level
* Administrative hurdles
* Public transit needs to meet schedules…therefore fast chargers needed, which mean higher cost for implementing in public transit application
* Depending on which segment to be served, different hurdles to overcome and different costs to be overcome (fleet vs. citizen, e.g.)
* Need for clarity & broad educational awareness on benefits and costs ... need a PR/educational campaign…need to be able to understand benefits and costs; need to be able to communicate with brevity/conciseness
* Need for solid, unbiased information at the heart of that information (not from manufacturers…need for info from unbiased, vetted sources)
* Everything in SC has to come from bottom-up…since there is no top-down policy direction; this is a major challenge
* Policy needs to come from outside/technical experts/data
* Sustainability needs to be couched in terms of resilience
* Need education/business case program tailored to municipal level public officials
* Need to get Continuing Education Credits for programs (like what E4 Carolinas offers in terms of educational webinars)
* People do not have the simple data to base their decisions on because it is a new technology; need for collection of data from pilot projects
* Utility programs…demand charges…need rate structures to be developed that don’t discourage EVs
* For utilities, EVs can be either challenge or opportunity, depending on when charged, what type of rate structure is set
* Need to provide training for fleet maintenance; even with right people, still need to train those people to move more toward EVs; challenge to ensure that fleet maintenance staff receives sufficient training and has sufficient expertise to support broad EV adoption
* Obstacles to entry are large for people willing to adopt EVs; real or perceived operational challenges, such as funding, charging infrastructure...need a comprehensive strategy that addresses all of those obstacles to entry
* Brevity/conciseness in terms of communication/education for decision makers is key; decision makers need to have short and concise education to support their decisions
* Lack of alignment between local planning efforts and what it happening with national trends/auto manufacturing goals/technological developments/utilities including as part of load growth, etc.
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| Potential benefits and opportunities (15 minutes):* Need to get Continuing Education Credit educational webinars/trainings
* State fleet hoping to get EVs on state contract and to put telematics on those vehicles…opportunity to learn from early adoption
* Use of AFLEET – an inventory-based tool – developed by Argonne National Lab – data driven source of information
* Opportunities to incorporate into local comprehensive plans (Is there room under zoning codes to incentivize EV charging? Public private partnership model for transit using EVs? Provision of charging infrastructure as part of the planning efforts?)
* Push for electrification can be the catalyst to bring together sustainability/economic development/bringing in businesses/environmental/health
* Huge educational opportunity to share benefits of planning infrastructure/vehicle to grid opportunities/economic opportunities from planning for EV infrastructure
* Significant maintenance benefits/operating costs for fleets – presents an opportunity for change (This allows the upfront costs to be more certain; typically, a regular fleet’s long-term operational and maintenance costs are less certain/predictable. Means more certain costs upfront…less uncertainty overall.)
* Downward pressure on rates as more EVs come online
* Opportunity for supply chain development…a possible economic development opportunity for local governments/regions….(and the infrastructure development is very local in terms of opportunities)
* Public health benefits due to lowering emissions
* Opportunities for mitigating energy impact disparities/equity issues
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| **Rapid Fire Discussion (30 minutes)** |
| Education and outreach opportunities* Broaden outreach to conferences that local government folks might attend…
* Organizations like E4/ SACE/Energy Office/others/etc. could bring this content to the local governments and other decision makers
* Potential outlet: Councils of Government – are involved in land use/environmental/equity/econ dev/regional strategies/transportation planning – COGs tie everything together; COG policy boards comprised of local elected officials and others; also at monthly COG director meetings. Excellent forum/opportunity to discuss these issues.
* Incorporate resilience into this education and outreach (also priority of COGs)
* Engage local clean cities coalition! (Palmetto Clean Fuels)
* Local planning commissions need to obtain CEUs annually; work with SC Planning Association and include EVs as part of offering to their members.
* Need for training for operations/maintenance staff/decision makers.
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| Equity and environmental justice considerations* Opportunity for EJ communities – for example, incentives for used EVs can help underserved communities.
* Electric transit buses – place them in underserved communities first & expand access to transit.
* Establish minimum $$ earmarked for underserved/burdened communities; those most at risk from health impacts/air quality problems/emissions.
* Monitor for air quality to help identify/prioritize communities of need.
* Most affordable housing developments can get tax credits; incorporate tax credits for EV infrastructure into those offerings.
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| Financing challenges and opportunities* Don’t do tax credits; do rebates. (reaches more communities of need)
* Create financing streams
* Identify end-of-use value for fleets. (Can you auction off? What is value?) This is a big consideration for local governments, who have end-of-use value of fleets as part of business plan. (Currently, there is insufficient data.)
* If local governments see savings, allow them to benefit from those savings (not transfer those savings to other departments).
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| Implications to the electric grid* EVs can help to make the grid more efficient. Therefore, managed charging is essential. (Keep peak demand steady and shift charging to off-peak times through rate structures.) - If not done right, rates can go up.
* Pairing with renewable energy/microgrids for resilience.
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| Infrastructure considerations* Workplace charging important.
* Considerations for evacuation routes/resilience.
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| Regulatory and legislative considerations* Pending legislation (ability to charge per kWh and not be considered a utility)
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| Other: |

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| **Stakeholders and Subject Matter Experts** |
| * Need more local fleet managers & their bosses/decision makers.
* Need more local government/fleet decision makers; those who manage financial decisions for local fleets.
* School bus fleets are different from other local government fleets. They both have different considerations. All should be part of conversations.
* Need to be sure to have a broad representation of fleet types (agencies, local governments, universities, ports, etc.)
* Need to find local case studies…those can resonate more. Include people from SC & region to share their experiences.
* Need to include utilities in each working group.
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| **Final Report Out Question** |
| What is the greatest challenge or opportunity to transportation electrification identified in your working group?* Need for consise, data-driven messaging that explains costs/benefits & a plan for getting that messaging out – for decision makers/public & community/ fleets – all different audiences.
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