

“ELECTRIFYING CITY FLEETS” WEBINAR

Q&A

March 15, 2018

Speakers:

City of Austin Mayor Steve Adler, Amy Bailey (C2ES), Jennifer Walls (City of Austin), Jen Robertson (New York City), Keith Kerman (New York City), and Judy Sheahan (U.S. Conference of Mayors)

Link to recorded webinar:

<https://attendee.gotowebinar.com/register/4758772476111766785>

Answers to Questions We Didn't Have Time to Answer

What EV study was referenced in the webinar introduction?

The International Council on Clean Transportation (ICCT) has published several helpful reports on EV policies and adoption around the world, including in US cities. Amy Bailey referenced a white paper called “Expanding the electric vehicle market in the US” <https://www.theicct.org/publications/expanding-electric-vehicle-market-us-cities>

RE ALLIANCE SURVEY:

Were public agencies (such as County and State fleets) that operate within cities surveyed? Is participation and support of this program initiative inclusive of public agency fleets that operate within these cities?

The 2017 Alliance survey requested information only about municipal fleets, practices, and policies. Other public agencies that may operate in the cities – including county and state agencies – were not included.

What type/How do you define natural gas?

The survey was designed to be an expedient, high-level collection of data on a variety of issue areas (including cities' use of renewable energy, efficiency polices, etc.). In the question about types of municipal vehicles purchased, natural gas vehicles were broken down into “natural gas heavy duty (excluding buses)” and “natural gas buses” leaving any further distinctions up to the responding cities.

QUESTIONS FOR AUSTIN:

Did Austin's 10-year savings projection include the investment in infrastructure to add the charging/fueling stations?

Yes, we included 1.7 million for the cost of the infrastructure (330 charging stations) in our cost savings model. Jennifer (Austin)

How are Austin's EVs going to be paid for? You show no cost difference between standard and EVs, please explain how this can be done.

The EV's in the presentation will be replacing traditional vehicles that have reached the end of their life and need to be replaced. Enterprise departments request funds for the replacement of these vehicles in their budgets and General Fund department vehicles are funded through the Vehicle Acquisition Fund that is managed by the Fleet Department.

The assumption is that EV's have an incremental cost over and above traditional vehicles. In our slide we made the assumption that the \$7500 tax credit would eliminate the incremental cost of the vehicle making them cost neutral when compared to the traditional vehicle. Jennifer (Austin)

The table for savings highlighted \$7500 EV tax credit. If that was not captured, what would be the economics?

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Is the plan for each EV have its own dedicated space and charging port/station?

Currently yes. However, given Austin's growth and departments relocating, having this fast charge option in combination with the newer long range capabilities offered in vehicles has the potential to allow us to reduce the 1:1 ratio of vehicles to charging stations. Jennifer (Austin)

How has Austin's fleet maintenance division adapted to electric vehicles? Did staff receive new training? Do vehicles experience greater downtimes and/or have to be sent to the dealer if staff aren't able to make repairs? This is one of the biggest barriers that our City is facing.

Austin has have found that EV's have relatively very little maintenance and cost about ½ that of a traditional vehicle brakes, tires, wipers etc... We have found that vendors are more than happy to provide training to employees who work on the vehicles as well as those who will be operating them. Jennifer (Austin)

QUESTIONS FOR BOTH:

What is the city doing to procure or prepare for electric buses?

Austin's transit buses are run by the Capital Metro Authority and not by the city Fleet. However we have incorporated a fully electric 16 passenger shuttle bus for employees only in the downtown area for transportation between city sites. Jennifer (Austin)

In terms of electric buses, NYC been looking to introduce its first electric buses within the fleet world and hope to do so in the next two years. NYC Fleet does not manage MTA busses which is a NY state run agency.

C2ES hosted a February 2018 webinar on electric school buses: "Green Buses, Healthy Children" featuring representatives from California Air Resources Board, Bluebird Bus Company, and National Strategies. See link: <https://www.c2es.org/event/green-school-buses-healthy-kids-the-road-to-electrification/>

Has anyone installed solar-powered chargers?

Austin has not installed these a part of the city fleet infrastructure.

NYC has done 37 solar carports- see link:

http://www.nyc.gov/html/dcas/downloads/pdf/fleet/solar_carport_rollout_complete.pdf

What information do you have on purchasing electric refuse collection vehicles for your fleets? Are they available?

I have seen one in China that is showing promise. The main issue City of Austin faces is the lack of range on these units that has the potential to interfere with operational need. The one in China has addressed the range issue, however it is the smaller refuse truck used for navigating in alleys etc... I do not think it available in the US yet nor what type of manufacturer support comes with it (i.e. parts, training, warranty). 50 trucks in our refuse fleet use CNG (Compressed Natural Gas) and the rest B20. Jennifer (Austin)

Are chargers at public buildings also available to public/visitors to those buildings?

Currently no, as they are reserved for city vehicles. However, our city owned vehicles have access to both. Jennifer (Austin)