

PUBLIC AND PRIVATE FLEETS SUB-GROUP DRAFT RECOMMENDATIONS

Goal

Although diverse electric vehicles and infrastructure are entering the market, vehicle and infrastructure costs present a barrier to large scale adoption. Incentives and support for private and public acquisition of electric vehicle and infrastructure in area fleets will reduce cost hurdles for both consumers and fleets and help manufacturers reach the economies of scale that will bring costs down and speed the proliferation of electrification infrastructure.

DRAFT Recommendations

1. Reduce the Cost and Increase Utilization of Electric Vehicles (#1)
 - a. Adopt measures to increase use and acquisition of EVs in fleets by leveraging public and private funding and utilizing financing and tax incentives; implement other incentives to extent practicable to reduce parking fees, permitting fees, registration fees and expanding HOV access
 - b. Encourage use of standard signage to easily identify EVs
 - c. Offset fleet EV vehicle acquisition costs by 20% to be competitive with non-EV vehicle costs
 - d. Emphasize the total cost (value) of ownership such as lower fuel and maintenance costs as well as non-monetary benefits
 - e. Collect and update financial and non-financial EV incentives available in DC, MD, VA and at federal level.
2. Educate Users and Establish Uniform Payment Mechanisms (#4)
 - a. Educate users of EVs and EV infrastructure on payment mechanisms found in the marketplace and in the longer term adopt more uniform industry payment methods as the market matures;
 - b. Ensure stations can be accessed by common fleet cards such as Voyager and Wright Express
3. Encourage Sharing and Alternate EV Charging Station Arrangements (#2)
 - a. Fleets that operate in large geographic areas need working relationships with charging stations in strategic locations throughout the service area, and local private and government fleets should be offered incentives to provide EV charging to eligible EV users
 - b. Consider Level II street level stations with escalating pricing mechanisms
 - c. Utility partners and private firm install station and charges a monthly subscription rate for unlimited charging in the network (e.g. Austin, TX)
 - d. Streamline the EV charging station installation regionally by establishing a central clearinghouse to collect and share information requests for charging station installations
4. Cooperative Purchasing (#3)

Governmental entities should use GSA, COG or other cooperative procurement entities to reduce acquisition costs and to increase availability of vehicles
5. Influence Public Policy (#5)

Become involved in the regulatory treatment of EV charging stations such as promulgating model ordinances as an effective way to influence energy policy.

Members

Claude Willis, GWRCCC, Chair

Allen Mitchell, Equipment Bureau Chief, Arlington County

Tess Flohr, Eaton Corp.

Theresa Cusick, Dept. of Public Works, DC

Stephanie Cox, ECOtality

John Morrill, Energy Manager, Dept. of Environmental Services, Arlington County

George Shaubhut, GSA

Resources

DOE's Alternative Fuels and Advanced Vehicles Data Center (AFDC) – database of state and federal laws and incentives related to alternative fuels and vehicles, air quality, fuel efficiency, station locations and other transportation related topics (note: charging station information may be updated by Clean Cities coalitions).