Washington State
DEPARTMENT OF
ENTERPRISE SERVICES

JANUARY 2024

Electric vehicle support equipment installation using transportation budget funding

Interim Report

JUNE 2023 — JANUARY 2024

Business Resources Division

Report to the Legislature

Agency Overview

The Department of Enterprise Services (DES) provides centralized services to state government agencies; to other public entities such as cities, counties, and tribes; and to Washington residents.

The DES mission is "strengthening the business of government for a sustainable and just future."

We do this by creating overall operating efficiencies so our state's government entities can focus on their core missions. Our buying power, economies of scale, and years of experience help government get the best value for the products and services they need to support their missions.

Key Services

- Capitol Campus management
- Construction & public works
- Contracts & procurement
- Employee Assistance Program
- Energy efficiency
- Engineering & architectural services
- Facilities management
- Fleet management & EVs
- Parking management
- Print & mail services
- Property management
- Real estate services
- Risk management
- Small agency support
- Surplus property
- Training & workforce development

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Executive Summary

DES was provided $6 million from the 2023-2025 transportation budget (**ESHB 1125 Sec. 114 (2)**) to install electric vehicle supply equipment (EVSE) infrastructure to support fleet electrification.

DES solicited projects in coordination with the State Efficiency and Environmental Performance (SEEP) Zero-Emission Vehicle (ZEV) Workgroup and with support from the Interagency Electric Vehicle Coordinating Council (IEVCC).

DES received over 90 applications with a collective estimated investment request of approximately $21.7 million. DES initially approved 17 projects. The team evaluated the presence of public infrastructure for each individual project and **Justice 40**[1] data to ensure equitable access. Priority was given to projects in areas that have limited or no nearby public charging infrastructure available and to multitenant facilities. Additional consideration was given to projects on critical state transit routes to ensure full coverage for state agencies as well as to how many ZEV conversions each project would allow.

These new charging infrastructure projects will help improve the state's readiness to meet the fleet electrification targets in **Executive Order 21-04**[2].

[1] https://www.energy.gov/justice/justice40-initiative

[2] https://governor.wa.gov/sites/default/files/exe_order/21-04 - Zero Emission Vehicles.pdf

Introduction

The 2023-2025 biennial transportation budget (**ESHB 1125 Sec. 114 (2)**) provided DES with $6 million to install EVSE infrastructure. The equipment is needed to accommodate charging station installation and promote state fleet vehicle electrification. DES worked in collaboration with SEEP to develop an application template for agencies to use as well as a project selection process. DES received over 90 applications from 20 agencies located throughout the state. Applications were processed in September 2023 in collaboration with the SEEP ZEV Workgroup.

As agencies received approval for projects, they began working to conduct electrical assessments of the selected facilities to establish whether the building had sufficient electrical capacity to support the EVSE or determine if building upgrades would be required. This effort is important to making project estimated costs more accurate.

Once the electrical assessments are complete, project managers will have a more accurate estimate and can seek bids for contractors to perform the installation and order chargers for the sites.

Statutory Directive

ESHB 1125 Sec. 114 (2) states:

"$6,000,000 of the carbon emissions reduction account—state appropriation is provided solely for zero emission electric vehicle supply equipment infrastructure at facilities to accommodate charging station installations. The electric vehicle charging equipment must allow for the collection of usage data and must be coordinated with the state efficiency and environmental performance program. The department must prioritize locations based on state efficiency and environmental performance location priorities and where zero emission fleet vehicles are located or are scheduled to be purchased."

Background

Governor Inslee signed **Executive Order 21-04**, which directs electrification goals for the Washington State Cabinet Fleet. To support the change in fleet composition, the Legislature provided funding for the installation of EVSE and chargers throughout the state in the 2023-2025 operational and transportation budget. Installing charging infrastructure at state-owned and leased buildings is a priority to support state fleet electrification.

Scope

The chargers installed with this funding are for state-agency fleet use only. Sites were chosen with a preference for multitenant facilities and in locations that have limited or no nearby public-use infrastructure available or that serve major transit corridors.

Methodology

In July 2023, in coordination with the SEEP office and the IEVCC, DES established EV project criteria and applications for agencies to submit project proposals for funding. All project proposals were to meet the following criteria:

- Project location was within a state-owned or state-leased facility.
- Chargers would be primarily for state fleet use.
- Proposed charger installation would have the ability to collect utilization data.
- Project readiness & timeline for completion:
    - Projects were assessed individually for readiness, factoring in pre-work, steps already taken, and scale of work required.
    - Projects utilizing this funding must complete by July 2024.
- Anticipated project benefits:
    - Positively impact economically disadvantaged communities.
    - Positively impact communities with poor air quality.
    - Provide charging infrastructure for multiple agencies or any state employee utilizing an EV while on official state business.
    - Increase EV replacements for internal combustion engines that have reached the end of their useful life.
    - Project location would help bridge EVSE coverage gaps within the state of Washington.

DES received over 90 project proposals for this funding. All submitted projects were scored by a seven-person panel of SEEP and DES staff. The scoring was based on project location, equipment, team qualifications, project implementation plans, and benefits, with bonus points given to projects if stations were accessible to other state agencies/public and which showed high likelihood of vehicle conversion to battery electric vehicles (BEV) once installed. The team used a rubric for scoring and results were individually reviewed if score variance was greater than 15% between two scorers. The team also took into account each agency's project prioritization.

Projects were ranked using the following criteria:

- The number of anticipated vehicle conversions to battery electric vehicles for a proposed project scope.

- The distance the proposed project locations were from a nearby publicly available direct current fast charger (DCFC) utilizing Plugshare.com.
- Projects were given additional points based on the state's environmental justice priorities.

The application was distributed at the ZEV Workgroup meeting, SEEP newsletter, ZEV Workgroup newsletter, DES Real Estate Services, and through individual agency contacts.

Findings/Results

The DES/SEEP selection panel selected 17 projects. As of the time of this report, all project managers have had an initial meeting with DES and are conducting electrical assessments to support beginning construction.

A memorandum of understanding (MOU) exists for each project with DES to establish project standards and expectations. Each MOU has approved funding up to a certain amount to complete the charging installation, so the number of chargers listed below is subject to change as project costs become more certain. The MOU also includes requirements for agencies to report utilization to DES on an annual basis.

Agency	Location	Date Completed	L2 Charging Ports	L3 Charging Ports
DES	Yakima	TBD	30	4
DES	Olympia	TBD	22	0
DOC	Walla Walla	TBD	0	4
DSHS	Omak	TBD	4	0
DSHS	Wenatchee	TBD	12	2
DVA	Walla Walla	TBD	0	1
DFW	Ephrata	TBD	6	0
DFW	Montesano	TBD	4	0
L&I	Moses Lake	TBD	4	1
L&I	Wenatchee	TBD	6	0
L&I	Mount Vernon	TBD	6	0
MIL	Camp Murray	TBD	26	2
MIL	Spokane	TBD	20	2
MIL	Yakima	TBD	8	0
MIL	Bremerton	TBD	8	0

Skagit Valley College	Friday Harbor	TBD	2	0
WSU	Pullman	TBD	20	10

Note: Charging port number and type are estimates and subject to change as project limitations dictate.

Recommendations

The EVSE Implementation Team applied lessons learned from the previous round of funding. We recommend additional funding be provided to meet the extraordinary demand for electrification projects.

Glossary

Level 1 charger – 120V charger, around 10-12 amps available, a typical wall outlet.

Level 2 (L2) charger – 240V charger, up to 50 amps available, similar to a dryer outlet.

Level 3 (L3) charger, DCFC – High-volt DC chargers, fast charging option.


DES