



Project FEVER- Fostering Electric Vehicle Expansion in the Rockies

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- Clean Cities is a Department of Energy-funded program designed to reduce petroleum consumption in the transportation sector
- Since inception in 1993, Clean Cities has worked with stakeholders to displace more than 3 billion gallons of petroleum
- The Denver Metro Coalition is the second-oldest coalition in the US – 90 coalitions exist today
- Administered at the American Lung Association in Colorado

What is Project FEVER?



- Fostering Electric Vehicle Expansion in the Rockies
- Project FEVER is a \$500,000 grant received by the DMCCC as part of the Department of Energy “Clean Cities Community Readiness and Planning for Plug-in Electric Vehicles and Charging Infrastructure” program
- One year funding period—October 1, 2011-September 30, 2012
- Project FEVER objective:
Create a community based electric vehicle infrastructure readiness plan and implement activities in anticipation of larger electric vehicle deployment efforts in the future.
- This is a statewide effort across Colorado

What is Project FEVER?



- Collaborative approach to successfully prepare the state of Colorado for electric vehicle (EV) and electric vehicle supply equipment (EVSE) readiness and implementation.
- Phase 1- stakeholders will work together to address barriers to implementation in 5 key areas:
 - Regulatory
 - Permitting
 - Zoning/Planning
 - Policy
 - Education/outreach
- Phase 2- project team will develop a publicly releasable written EV readiness plan.
- Goals for the future- to be well positioned for future monies that directly fund EVs/EVSE

Who is involved with Project FEVER?



Type of Agency: Roles and Responsibilities	Partners
Clean Cities Coalitions: Lead and administer grant	<ul style="list-style-type: none">• Denver Metro Clean Cities (DMCC)• Northern Colorado Clean Cities• Southern Colorado Clean Cities
State agencies: Liaise with utilities Aggregate vehicle demand Work with local metro planning orgs Open investigatory docket for EV/EVSE	<ul style="list-style-type: none">•Colorado Department of Transportation (CDOT)•Colorado Department of Public Health and Environment (CDPHE)•Governor’s Energy Office (GEO)•State Fleet Management (SFM)•Colorado Public Utilities Commission (PUC)

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<p>Local municipalities: 20 local governments, representing more than 2.3 million Colorado citizens, are partner to this proposal. Localities are given the flexibility to implement the FEVER plan at their own pace; however, all partners have agreed to a common approach and goals for EV/EVSE adoption.</p>	<ul style="list-style-type: none">•City of Aurora•Boulder County•City of Boulder•Colorado Springs•Commerce City•City and County of Denver•El Paso County•City of Englewood•Town of Superior•Town of Telluride	<ul style="list-style-type: none">•City of Ft. Collins•Garfield County•City of Glenwood Springs•City of Grand Junction•City of Lakewood•Town of Carbondale•Town of Longmont•Town of Newcastle*•Town of Rifle*

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<p>Utilities: All relevant generators and distributors of electricity in Colorado are included in the FEVER coalition. Utilities will share information pertaining to EV/EVSE service and rate impacts, usage patterns, pilot studies and industry-lead best management practices.</p>	<ul style="list-style-type: none">• Public Service Company of CO (Xcel Energy)• Colorado Springs Utilities (CSU)• Black Hills Corporation• Glenwood Springs Power and Light• Longmont Power and Communications• Morgan County Rural Electric Association

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<p>Regional Planning Organizations: Local Councils of Governments and similar groups will share transportation data such as conformity and emissions budgets, enhance level of EV/EVSE knowledge with decision makers, and identify and assess regional EV/EVSE implementation projects eligible for state and federal funding.</p>	<ul style="list-style-type: none">• Denver Regional Council of Governments (DRCOG)• Grand Valley MPO• North Front Range MPO (NFRMPO)• Pikes Peak Associated Council of Government (PPACG)• Regional Air Quality Council (RAQC)

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<p>Transit Agencies: Work with local partners to integrate transit with EV/EVSE planning efforts; particularly around Transportation Oriented Development (TOD) initiatives.</p>	<ul style="list-style-type: none">• Regional Transportation District (RTD)• Roaring Fork Transportation Association (RFTA)
<p>Academia: CU will act as the technical lead in the air quality and energy assessment. The other universities will work with iCAST to conduct research and perform technical analyses pertaining to EVSE feasibility and placement.</p>	<ul style="list-style-type: none">• University of Colorado (CU)• Colorado School of Mines

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Non-government organizations	Private partners
<ul style="list-style-type: none">•Clean Energy Economy for the Region (CLEER)•Environment Colorado (EC)•International Center for Appropriate and Sustainable Technology (iCAST)•MOVE Colorado•The New Community Coalition of Telluride (NCCT)•Rocky Mountain Institute (RMI)•Southwest Energy Efficiency Project (SWEEP)•Southeast Colorado Resource Conservation and Development Council (SCRC&D)	<ul style="list-style-type: none">•Boulder Electric Vehicle—OEM•Canopy Airport Parking—private EVSE funder•CO Green Gears—PHEV converter•Eetrex- EV battery development company•eGO Car Share•KMGH Denver’s 7—major media outlet•Kum and Go—private EVSE funder•OpConnect- EVSE provider•Wheelhouse Associates

Proposal addresses five main categories where stakeholders have identified barriers to implementation:

- Regulatory
 - EV impacts on the grid
 - Peak charging rates
 - Standards for EV/EVSE interface
 - Resale of electricity
 - Communication between OEM/utility
 - Utility/grid updates to support EV/EVSE
- Permitting
 - Streamlining of permit process
 - Tracking of residential charging locations
 - Addressing technical challenges and planning for Level III charging

Proposal addresses five main categories where stakeholders have identified barriers to implementation:

- Planning/zoning
 - Bringing down costs of EVs
 - Encouraging OEMs to bring EVs to the Colorado market
 - Building codes addressing EV charging
 - Local ordinances addressing EV charging
 - EV charging in the private sector
 - Fees for public charging
- Policy
 - Removing complexities with incentives/rebates for EV/EVSE
 - Making EVs/EVSE more affordable for general public
 - Lost fuel tax revenues/mileage based user fees
 - Creating low- or no-cost EV-friendly policies at the local level

Proposal addresses five main categories where we have identified barriers to implementation:

- Education/outreach/marketing
 - Communicating realistic expectations of EV/EVSE to general public
 - Training employees of organizations with EV fleets
 - Providing elected officials and decision makers with information about EV/EVSE
 - Training first responders

Thank you!



Questions?

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