

Department of General Services Action Plan in Support of the California Zero Emission Vehicle Market Development Strategy (Feb. 2021)

DGS Assignments:

1. **Building Standards:** Collaborate with regulation-proposing and expert agencies to advance building standards that prepare California for a 100% ZEV fleet. (pg. 44)

Lead Program: BSC

Key Collaborators: CARB, HCD, CEC, CPUC, GO-Biz

Key Results and Actions:

- a. Execute 2021 Triennial CalGreen Building Code adoption with a focus on enabling 100% ZEV adoption. Target adoption date: December 2021 – January 2022. Link: [2021 Code Adoption Timeline](#).
 - New Building Codes have been drafted and proposed for adoption.
 - Highlights of the new Building Codes include:
 - Substantially increased EV infrastructure for light-duty vehicles in non-residential occupancies from 10% to 20% with a requirement that 25% of the EV Capable spaces, Infrastructure only, be provided with Level 2 Electric Vehicle Charging Equipment (EVSE). Increased Voluntary Tier 1 measures from 15% to 30% and, Tier 2 from 20% to 45%.
 - Allow the use of Direct Current Fast Charger (DCFC) and Automatic Load Management System (ALMS) to comply with the new EVSE requirements.
 - New EV infrastructure requirements for Medium-duty and heavy-duty vehicles for warehouses, grocery stores and retail stores with planned off-street loading spaces.
 - The Division of the State Architect (DSA) and BSC co-adopted the mandatory EV regulations.
 - The Department of Housing and Community Development proposed the following under their authority for residential occupancies.
 - For new multifamily dwellings, hotels, and motels with less than 20 units, 10% of the total parking shall be EV Capable and 25% of total parking shall be equipped with low power Level 2 EV receptacles.
 - For new multifamily dwellings, hotels, and motels with 20 or more units, 10% of the total parking shall be EV Capable, 25% of total parking shall be equipped with low power Level 2 EV receptacles, and 5% of total parking shall be equipped with Level

- 2 EVSE.
 - For additions and alterations to existing multifamily buildings, 10 % of total parking shall be equipped with EV Capable infrastructure.
- Publication date of the 2021 Triennial CALGreen Code is July 1, 2022 with an effective date of January 1, 2023.

2. **Procurement Policies:** Implement vehicle and infrastructure procurement policies to exceed the timelines outlined in EO N-79-20. (pg. 61)

Lead Program: Office of Fleet and Asset Management

Key Collaborators: All state fleet owning agencies, Department of Finance, California Air Resources Board, Federal Government Agencies, Tribal Governments, City/County Government, Electric Charging Station Providers and Installers, Hydrogen Producers & Station Operators, LD/MD/HD Vehicle Manufacturers, Dealerships, Electric Utilities.

Key Results and Actions:

- a. Develop and issue a statewide policy that phases out the purchase of internal combustion engine passenger vehicles (to include hybrid and plug-in hybrid vehicles) for all non-public safety applications by 2035. **The target completion date for issuance of the policy is June 30, 2022.**
 - Draft policy will be completed by December 31, 2021.
 - From January – June 2022, DGS will finalize the policy with key stakeholders and issue the policy after requisite approvals.
 - b. Establish a ZEV Fleet Stakeholder Group comprised of federal, tribal, state, and local government fleet managers to explore and collaborate on ways to accelerate adoption on ZEVs within our respective fleets, with a focus on deploying ZEVs in or near priority communities. **Target is to establish the group and meet at least four times by December 31, 2021. The group will meet monthly thereafter.**
 - DGS met three times with the federal government during 2021 to collaborate on accelerated ZEV adoption within our respective fleets. However, DGS has not yet included local or tribal governments in those meetings. In 2022, DGS will work to expand the group's participation to local and tribal governments.
 - Collaboration efforts between the state and federal government have focused on infrastructure planning, use of telematics, and policy sharing.
3. **Petroleum Reduction:** Pursue strategies to reduce the state fleet's petroleum consumption by 50% (from 2015 levels) by 2030 (pg. 61)

Lead Program: Office of Fleet and Asset Management

Key Collaborators: State fleet owning agencies, Department of Finance, CalHR

Key Results and Actions:

- a. By July 1, 2022, implement telematics-based control measures intended to reduce overall state fleet fuel consumption, with a goal of reducing

consumption by eight percent by July 1, 2023.

- A statewide telematics policy was issued in April 2021, with a requirement that all state agencies have telematics installed by February 1, 2022.¹
 - The statewide policy mandated that state agencies issue their own internal control policies that maximize the cost savings potential of telematics services.
 - Supply chain issues have delayed full deployment of the telematics devices; however, the state is on track to meet the July 1, 2022 deadline for this goal.
- b. Explore the use of the fuel efficiency improvement product, SmartPedal, on all state fleet assets. Prior to statewide deployment of the product, DGS will conduct a pilot program on 400 DGS owned vehicles. Target is to evaluate the fuel efficiency findings of the pilot program vehicles by July 1, 2022 with a goal increase in fuel efficiency of seven percent.
- [SmartPedal](#) has been installed on over 300 DGS owned assets. DGS is on track to evaluate the finding of this pilot by July 1, 2022.
- c. Eliminate all non-essential vehicles from the state fleet through a full fleet utilization evaluation. **Target is to complete the analysis and reduction by December 31, 2022.**
- Due to the ongoing nature of the pandemic as well as the improved economic health of the state, DGS is exploring modifications to the scope and purpose of the fleet evaluation. DGS intends to conduct a reduced scale evaluation of state fleet assets (Phase 1) to identify and eliminate those that are most affected by changes in how post-pandemic work is conducted. Anticipated completion date is June 30, 2023.
 - After the Phase 1 evaluation, DGS intends to contract with a consultant to conduct a full review of the state's fleet to identify and plan for an aggressive transition to ZEVs. The review will identify all ZEV replacement opportunities, requisite infrastructure needs, and associated costs.

4A. **ZEV Procurement and Distribution:** Enable non-state public entities to leverage state contracts to purchase ZEVs and supporting equipment. (pg. 61)

Lead Program: DGS' Procurement Division; Office of Fleet and Asset Management

Key Collaborators: State fleet owning agencies, Local and Regional Government; NGOs, Air Districts

Key Results and Actions:

- a. Local & regional government use: Local government agencies are currently permitted to use Leveraged Procurement Agreements (LPAs) for ZEVs and supporting equipment. Local government spend from LPAs are tracked through monthly usage reports submitted by the contractor.
- This action has been implemented and will continue to be ongoing. All ZEVs and related contracts are available to local government agencies and may be utilized now. **Implementation complete.**

¹ <https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4122>

- b. Local & regional government outreach: Develop and maintain a distribution list for local government agencies to announce the availability of current/new contracts for ZEVs and supporting equipment. Locate other opportunities, such as newsletters, websites, or bulletins, offered by programs or associations that support public entities (e.g., California Association of Public Procurement Officials, Inc.)
- This action has partially been implemented. A distribution list to California Association of Public Procurement Officials (CAPPO) has been utilized to announce the award of Zero Emission Buses for transit agencies and will be used for future ZEV related contracts. CAPPO includes counties, municipalities, special districts, publicly owned utility companies, and public schools located in California. **Target completion date for establishing further outreach opportunities is July 1, 2022.**

4B. **ZEV Procurement and Distribution (cont.)**: Develop policies to encourage ZEVs retired from the state fleet directly benefit communities most in need. (pg. 61)

Lead Program: DGS' Procurement Division; Office of Fleet and Asset Management

Key Collaborators: State fleet owning agencies, Local and Regional Government, NGOs, Air Districts

Key Results and Actions:

- a. Establish connections with equity NGOs and government agencies administering programs that offer incentives for the sale and purchase of ZEVs in priority communities to learn about their programs and potential inclusion of surplus state fleet vehicles. **Target completion date of September 1, 2022.**
- This initiative is ongoing. Outreach to local air quality management districts (AQMD), such as the Bay Area Air Quality Management District, has been completed.
- b. Develop and implement a process and necessary agreements whereby state agencies may include their surplus ZEVs in incentive programs for disadvantaged communities. **Target completion date is July 1, 2022.**
- Some limitations exist, such as the exclusion of fleet vehicles from current rebate programs, that need to be worked through with AQMDs before a formal process can be developed.
 - DGS will continue to work with AQMDs to work through limitations and develop a process by July 1, 2022.
- c. Form a workgroup of fleet managers to assess the outcomes of participation in the program and to develop, if warranted, statewide policy mandating the use of such programs. **Target completion date is December 31, 2022.**
- This is pending development of a first draft of the proposed process.

5A. **Fleet and Workplace Infrastructure**: Lead state government efforts to install fleet charging to enable accelerated fleet electrification. (pg. 61)

Lead Program: Office of Sustainability

Key Collaborators: All agencies and departments with fleets

Key Results and Actions:

- a. Initiate and hold an "EV Charging Leadership" kick-off meeting in July 2021 for state agencies and departments to learn about opportunities for EV charger installations at their facilities, DGS Office of Sustainability Transportation Unit's EV charging infrastructure budget for next fiscal year, and how to partner to take advantage of various utility and other EV charger make ready and charger rebate programs. Establish regularly scheduled meetings for the future to continue communication and collaboration. **Timeline: December 2021, Metric: 2 meetings**
 - The first meeting was held on September 16, 2021 and was attended by around 80 participants. GOBiz provided a summary of the ZEV Market Development Strategy and an update on the EV market, the DGS Office of Sustainability (OS) Transportation Unit reviewed their current EVSE program and funding for the next three years, and RESD gave an update on the state's forthcoming leased electric vehicle service equipment (EVSE) policy. The group supported on-going quarterly meetings.
 - The second meeting was held on December 16, 2021.
 - Lessons learned: Some departments are still not aware of the OS-Transportation Unit's EVSE program and the information and continuing discussion is welcome.
- b. Purchase and distribute up to 60 EV Arcs; mobile, non-grid tied solar powered generators with Level 2 chargers, to state agencies and departments with fleet EVs. **Timeline: August 2021, Metric: 50-60 EV Arcs**
 - Fifty-two EV Arcs were ordered for 12 state departments in May 2021. Thirty-three units were delivered by mid-November with the remainder set for delivery by the end of December 2021. Additional EV Arcs will be ordered for several additional departments in December for delivery in the spring or summer.
 - Lessons learned: The manufacturing of these units are also being impacted by global supply chain issues which slowed down deliveries some, but they are still faster to deploy than hardwired charging.
- c. Continue the planning, project development and installation of over 900 Level 2 EV charging ports at various state facilities with fleet EVs. **Timeline: December 31, 2021, Metric: 900 Level 2 charging ports**
 - Close to 400 Level 2 charging ports were installed at state facilities by the end of December 31, 2021. (There were considerable delays this year due to Covid and global supply chain issues.)
 - Lessons learned: supply chain issues are causing serious delays in our ability to get infrastructure installed.

5B. **Fleet and Workplace Infrastructure (cont.):** Identify opportunities and encourage use of public hydrogen stations. (pg. 61)

Lead Program: Office of Sustainability

Key Collaborators: Office of Fleet and Asset Management, Governor's Office of Business and Economic Development, California Energy Commission, California Air Resources Board

Key Results and Actions:

- a. Continue to stay abreast of technological changes and best practices in hydrogen fueling to be prepared for future state fleet hydrogen fueling infrastructure.
 - This effort has not yet started, but staff capacity has been identified for the research and analysis necessary to complete this deliverable.
- b. Collaborate with OFAM and GO-Biz, CEC and CARB to Determine how to leverage public hydrogen stations to meet charging needs for state fleet, based upon location and volume of need.
 - This effort has not yet started, but staff capacity has been identified for the research and analysis necessary to complete this deliverable.
 - One core issue is the fact that Toyota and Hyundai, the current producers of FCEVs, are not on the state contract because they have signed a Framework agreement with CARB.

5C. **Fleet and Workplace Infrastructure (cont.):** Develop new strategy to address post-pandemic workplace charging needs in anticipation of accelerated EV adoption California. (pg.61)

Lead Program: Office of Sustainability

Key Collaborators: California Energy Commission

Key Results and Actions:

- a. Work with the CEC to forecast new workplace charging needs as well as appropriate charger specifications at state facilities taking into account both a post-pandemic reality and increasing EV adoption by consumers and state employees in light of the Governor's Executive Order N-79-20. **Timeline: Develop a plan that includes future workplace charging needs and best practices by summer 2022.**
 - Staff resources have been identified and a scope of work is being developed to determine the appropriate workplace charging goal. In addition, there are plans to discuss and coordinate with the CEC on market data or other information or ideas they may have to contribute to the analysis.

6. **Public EV Charging and Hydrogen Station Infrastructure:** Encourage development of new stations by leasing out surplus property, when feasible. (pg. 61)

Lead Program: Real Estate Services Division

Key Collaborators: Governor's Office of Business and Economic Development

Key Results and Actions:

- a. Convene an industry meeting with industry stakeholders to identify the types of properties that would be most conducive to installation of EVSE/hydrogen fueling stations (ex: adjacencies, parking thresholds, hours of use availability, parcel size, etc.). Focus on enabling adoption in priority communities where feasible.
 - Due to unforeseen priorities, as well as complications arising with the Covid-19 pandemic, the industry meeting with stakeholders was postponed for 2021.

- DGS has made a map of state properties publicly available here: [SPL GIS Map Viewer \(ca.gov\)](#). Station developers can use the tool to identify potential host sites, and use the information to engage with DGS to determine if ZEV infrastructure may be an appropriate use of the particular site.
- b. Based on the results of the meeting, RESD will develop and publish specific lease templates for both EVSE and hydrogen fueling stations to facilitate more timely transactions.
- Meeting was postponed – see above. We expect the map to help serve the objective going forward.
7. **VMT Reduction:** Develop and maintain programs to reduce state worker vehicles miles traveled and enable shifts to less impactful (transportation) modes. (pg. 61)

Lead Program: Office of Fleet and Asset Management

Key Collaborators: CalHR, State Controller's Office, all state agencies

Key Results and Actions:

- a. Develop and implement an affordable and flexible daily parking rate at six of DGS' managed parking facilities which tracks, incentivizes, and rewards, through integrated technology services, the use of alternative modes of transportation for commute purposes. **Target is to complete the initial rate development and implementation by December 31, 2022.**
- An alternatives and impact analysis has been conducted by the Parking Administration Unit and is being prepared for management review. DGS is on track to meet this goal.
- b. Revise the pricing structure of DGS' Vanpool Program to continue to offer affordable and reliable multi-passenger commute options that accommodate new and varying telework schedules. Focus on priority communities. **Target completion date is July 1, 2022.**
- The Office of Fleet and Asset Management's (OFAM) Fleet Operations Unit has conducted an analysis of the vanpool program and has developed recommendations for DGS management review.
8. **ZEVs on Car Rental Contracts:** Implement ZEV vehicles on rental car contracts, this is easier to implement now that BEVs commonly have more than 200 miles of range, and FCEV market is expanding. (pg. 61)

Lead Program: Office of Fleet and Asset Management

Key Collaborators: CalHR, State Controller's Office, Commercial car rental providers

Key Results and Actions:

- a. Collaborate with the state's commercial car rental provider, Enterprise Inc., to identify locations where an expanded offering of ZEVs to state government employees is feasible. **Target completion date is December 31, 2021.**
- DGS met with Enterprise Inc. to discuss the expansion of ZEV offerings for state employees. The downtown Sacramento Enterprise location,

along with high volume airports sites, were identified as the key locations to expand ZEV offerings and to develop a pilot initiative around.

- b. Create a marketing and messaging campaign, in coordination with Enterprise, to inform state government employees about the expanded ZEV offerings. **Target completion date is July 1, 2022.**
 - No new updates on this task. DGS will regroup with Enterprise to discuss the development of a marketing and messaging campaign for the identified sites.
- c. Develop and issue statewide policies and incentives that support the use of ZEVs while on official state travel. **Target completion date is December 31, 2022.**
 - Nothing new to report. Policy will be developed once the pilot program has started and efficacy can be measured.
- d. Increase the number of ZEV rentals for official state business from zero percent in 2021 to 10 percent of the total annual rentals by 2025.
 - Ongoing.

9. A. **Accessibility Regulations:** Electric vehicle charging stations are completely integrated into California's building standards for public accommodations, commercial facilities, and public facilities. (pg. 61)

Lead Program: Division of the State Architect

Key Collaborators: California Building Standards Commission, Governor's Office of Business and Economic Development

Key Results and Actions:

- a. Update training video to address recently amended and approved building standards addressing electric vehicle charging station accessibility.
 - Will be completed by end of November and placed on DSA's Learning Management System and accessible to all stakeholders for free viewing. We can also make this available on DGS's YouTube Channel.
- b. Develop an interpretive guide on the amended and approved building standards addressing electric vehicle charging station accessibility for use by jurisdictional agencies and design professionals.
 - Due to rulemaking and DSA Access Staff having two vacancies, this is not yet completed; however, DSA has updated their DSA Advisory Manual on the accessibility standards and additional guidance has been provided in the document. We have this as a free download on our website.
- c. Promote training resources on DSA website, Learning Management System, and DGS YouTube Channel.
 - See item a and b.

9. B. **Accessibility Regulations (Cont.):** Collaborate with the Building Standards Commission to advance building standards for EV charging at public K-12 schools and community colleges. (Pg. 61).

Lead Program: Division of the State Architect

Key Collaborators: California Building Standards Commission, Governor's Office of Business and Economic Development, California Air Resources Board

Key Results and Actions:

- a. Propose building standards for the 2022 CALGreen Code that at a minimum require at least one charger to be installed when charging infrastructure is installed at public K-12 schools and community colleges.
 - Rulemaking is in progress. Building Standards in CALGreen for schools will require 20% of parking spaces to have EV infrastructure (EV capable), and 25% of EV capable spaces to have chargers. These proposals will be presented for adoption at the December Building Standards Commission Meeting.