

Maia E Roseval

From: GreenNY Council <dec.sm.GreenNY@dec.ny.gov>
Sent: Wednesday, November 2, 2022 11:13 AM
To: Maia E Roseval
Subject: GreenNY November Newsletter

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On September 20, 2022, Governor Hochul signed [Executive Order 22: Leading by Example: Directing State Agencies to Adopt a Sustainability and Decarbonization Program](#) (EO 22), reinforcing New York's commitment to reducing greenhouse gas (GHG) emissions and meeting the goals of the Climate Act. A key piece of EO 22 is supporting the State's goal to convert its fleet to be Zero Emission Vehicles (ZEVs). The State's Affected Entities are required to complete the switch of their light-duty, and their medium- and heavy-duty fleets to electric vehicles (EVs) by 2035 and 2040, respectively. Of course, an important part of this transition will be access to and installation of electric vehicle supply equipment (EVSE) to enable EV charging.

The Resiliency and Sustainability team at the Office of General Services (OGS) will be providing resources and technical assistance to Executive Agencies to help reach their EV conversion goals, and funding EVSE will be a key priority. The OGS Resiliency and Sustainability team hosts an interagency working group to share EV conversion best practices

across state agencies with the goal of standardizing and streamlining the transition. Agencies can build out their EVSE through multiple pathways, including working with New York Power Authority (NYPA)'s EVolve program or OGS Design and Construction.

The purpose of standardizing the EV transition across Affected Entities is to ensure a smooth changeover, interoperability, and futureproofing of the State's fleet. This will facilitate clarification on outstanding questions related to what sorts of charging stations are needed, how and when to pay for charging, and what vehicles are the best fits.

Reach out to Sustainability@ogs.ny.gov to join the interagency ZEV meeting, access existing resources, and check out how to get started on [converting New York State's fleet to EVs!](#)

Executive Order 22 Webinar

A webinar was held on October 18 to provide an overview of EO 22 and answer questions on the new goals and requirements. We were excited to see more than 240 sustainability coordinators, staff, and executives from across State government join us during that session. In case you missed it or could use a refresher, the [webinar recording](#), and [slide deck](#) are available on the GreenNY SharePoint.

If you haven't yet, please let us know how your affected entity is planning to meet EO 22's sustainability goals in this [survey](#). We'd also like to hear about challenges, desired support from GreenNY, and any additional questions you might have.

BuildSmart 2025 – Upcoming Deliverable

Building Submetering Plan – Due Wednesday, November 30, 2022

State Affected Entities are required to submit a Building Submetering Plan. Building submetering captures energy use data that can provide critical insights, influence project prioritization and investments, and demonstrate progress toward your agency/authority's energy savings goal.



The BuildSmart Team has developed an excel template that will serve as your Building Submetering Plan. **Templates were circulated via email in October.** Please complete the template and return to Lindsay.Holle@nypa.gov by Wednesday, November 30.

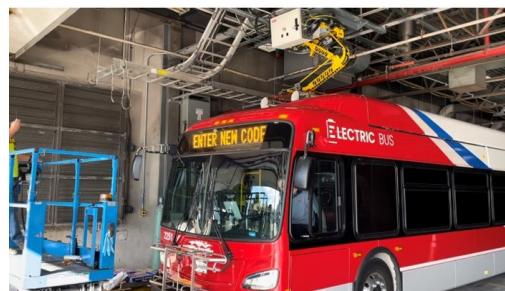
If you need a copy of the template or have questions regarding this requirement, reach out to Lindsay.Holle@nypa.gov or Alex.Lykins@nypa.gov.

Sustainability Spotlight – EO 22 in Action:

Affected entities across New York State are leading by example in building out charging station infrastructure and converting to electric vehicles. Check out these innovative projects and the emissions reductions and economic benefits they provide.

Niagara Frontier Transportation Authority (NFTA): Preparing for Bus Electrification by 2035

NFTA is on-track to meet ambitious goal of 100% electrified bus fleet by 2035 – ahead of the EO 22 deadline of 2040. NFTA has moved into Phase II of a multiphase project to convert its fleet of 350 diesel-powered transit buses to battery-powered electric buses by 2035.



NAFTA Electric Bus

With their end goal in mind, NFTA took a comprehensive, future-forward approach that started with a fleet electrification master plan to identify and design for infrastructure needs including fleet routing, charging station placement, and electrical requirements.

- Phase I includes nine 150 kW overhead chargers installed inside the Cold Spring bus depot in Buffalo and a single 150 kW maintenance charger
- Phase II includes eighteen 60 kW overhead chargers installed inside the Cold Spring bus depot that will use dynamic charging and be able to charge up to 180 kW
- A customer-owned 23 kV 3.5 MVA substation - capable of serving 50 electric buses — that can be expanded to 7 MVA to support future growth

NFTA is receiving funding from the Volkswagen Settlement (\$1.5M), National Grid's Make Ready Program (\$2M), and the Federal Transit Administration (\$2.5M) and will finance the remaining balance through NYPA over 10 years.

In addition to reduced operation and maintenance costs, NFTA's fleet electrification **projects are projected to cut 1,515 tons of GHG emissions annually** and will decrease air and noise pollution for residents.

For more information, contact Lindsay.Holle@nyta.gov.

**Department of Taxation and Finance
(TAX): Electric Vehicle Purchases**

TAX recently added an electric Nissan Leaf to their fleet, which will provide an estimated annual fuel savings of more than \$1,000. The new ZEV is regularly driven five days a week for local trips, though TAX anticipates also using it to visit district offices given its 150-226-mile range. TAX installed a dedicated charging station (Clipper Creek, Model HCS, Level 2 Charger) to avoid monopolizing existing ports used by employees.



TAX Nissan Leaf

TAX's fleet electrification goals are well underway, with a Ford Escape plug-in hybrid expected to arrive later this year. TAX's Sustainability Coordinator, Chris Chiesa, also offered some advice for affected entities starting fleet electrification. "It is important to match the power requirements of the vehicle and the vehicle charger with the building electric when considering charging options," says Chris.

**Rochester-Genesee Regional
Transportation Authority (RGRTA):
Battery-Electric Bus Program**

Phase I of RGRTA's battery-electric bus program involved the design and construction of electrical infrastructure and charging hardware and deployment of ten battery electric buses in November 2020.



RGRTA Electric Bus

Phase II will bring an additional ten buses into revenue service by March 2023, preceded by the installation of additional charging hardware and transformer upgrades in November 2022. RGRTA worked with NYPA and Billitier Electric for the charging hardware procurement and installation and Black & Veatch and Billitier Electric on the transformer upgrade.



RGRTA Phase II Charging Towers

To achieve Phase II of the program, RGRTA secured NYTVIP funding to offset the incremental cost of the buses, as well as NYPA funding for charging infrastructure and make-ready funding through RG&E to support the transformer upgrade.

As a pioneer in fleet electrification, RGRTA offered some valuable lessons learned for other affected entities:

- RGRTA added a 1 kW heater in the operator's area and a second electric cabin heater to keep electric buses comfortable during winter months
- There's been an initial learning curve with diagnosing and resolving technical problems
- It's important to coordinate the timing of work and maintenance with seasonal change, as range is impacted by colder weather

SUNY Farmingdale: Solar Carport Project

The Farmingdale State College Solar Carport project (FSC Solar Carport) is part of the Smart Energy Corridor Project. This Project is sponsored by the Long Island Power Authority (LIPA), Farmingdale State College and Stony



SUNY Farmingdale Solar Carport

Brook University which is supported by a grant from the Department of Energy, the SUNY Research Foundation and LIPA. The FSC Solar Carport, which is in parking lot 5, has ten electric vehicle charging stations (GE DuraStations). Each of the EV Charging Stations can provide power to two parked vehicles simultaneously (PHEV (Plug in Hybrid Vehicle)/EV). The 94 kW solar array is comprised of 384 245-Watt solar panels. It has generated almost \$100,000 in clean electricity, offsetting nearly 1,000,000 lbs of CO²

emissions.

Capital District Transit Authority (CDTA): EV Carshare Program

CDTA is developing a carshare program that will feature a completely electric fleet. The membership-based carsharing service will provide 24/7 access to electric vehicles in the Capital Region on an hourly basis. According to CDTA's



CDTA EV Carshare

Emerging Fleet Manager, Lindsey Bradt, the program is currently in its beta testing phase ahead of an official launch by the end of 2022. Though CDTA cited charging infrastructure as a barrier, they forged several private/public partnerships to secure parking and charging locations for the vehicles.



Upcoming Meetings & Deadlines

For a calendar invite, please email dec.sm.greeny@dec.ny.gov.

- **Lunch and Learn: The Inflation Reduction Act & You:** Tuesday, November 8, 2022 from 12:00 - 1:00 p.m. ET

[Register for Meeting](#)

- **Building Submetering Plan:** Due Wednesday, November 30, 2022. Submit to Lindsay.Holle@nypa.gov.



Leadership Contacts

Have a question or idea? Please reach out to any of the following leadership team members:

- Frank Ciampa – Frank.Ciampa@nyserda.ny.gov
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