

Daniel's Super Cool and overly long title

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Abstract—TODO: add abstract

Index Terms—TODO: Add Keywords

I. INTRODUCTION

The goal of public transportation is to provide transit services using cost effective and environmentally sound methods. Most public transportation systems include bus fleets. Each bus in the fleet is assigned to routes with schedules. During operation hours, each bus traverses its assigned route and is expected to arrive at each stop on time. When a bus is not on-route, it resides in the bus depot. Buses in the fleet are operational for most of the day, and require large amounts of gas as fuel. This results in increased emissions and contributes to the local carbon footprint.

In an effort to reduce bus fleet emissions, many transit authorities have begun adopting electric buses which, in addition to zero emissions also offer fewer maintenance costs, and access to renewable energy[14].

Charging electric buses however, draws power and induces a load on electrical infrastructure, or ‘the grid’. This infrastructure is built to support the maximum draw at any one time and becomes more expensive to maintain as higher loads are induced.

Because maintaining high-draw infrastructure is expensive, power companies discourage heavy loads by billing higher energy rates for high load, or ‘on-peak’, hours. They also bill for average power with ‘demand’ and ‘facilities’ charges. Charging electric buses has already been shown to significantly impact power infrastructure [16][6][3] and, if left unchecked, these additional loads could make large-scale additions cost-prohibitive. Hence, load management is critical to the continued expansion of electric vehicles.

Another significant consideration for using electric buses is charge time. A petroleum engine can refuel in a matter of minutes, while an electric bus may require several hours. This extended refuel time is not present in traditional operations and requires that charge times be planned with care.

Charge planning revolves around several constraints; namely route schedules, charger availability, and charge rate. During the day, buses have access to a number of fast chargers. Fast chargers quickly replenish bus batteries, but are limited in number and significantly load the grid. During the night, each bus is connected to a depot charger which use slower charge rates, charge during non-peak hours, stress the grid less, and prolong battery life [9].

The remainder of this paper is organized as follows...
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II. LITERATURE REVIEW

We acknowledge the existence of additional contributions, such as minimizing costs for startup infrastructure [17], and preserving battery lifespan [9]. However, as these are not relevant to this work, we consider them outside the scope of this review. We further acknowledge that some works cited herein contain solutions to several of these problems, such as in [20], but for sake of organization, we list them in the most relevant context.

A. Battery Charging

Here we consider solutions to empty batteries and focus our attention on either battery replacement or charging methods. We also refer to charging methods as either static (at rest) or dynamic (in motion).

Because charge times can significantly complicate logistics, [19] and [11] give methods for exchanging spent with charged batteries. The benefits include minimal down time as refueling can occur in a matter of minutes. Unfortunately, batteries can be cumbersome, and their exchange can be difficult. It also requires specialized tools, and could require automation.

Another alternative is to inductively charge buses while they traverse their routes [2], [11], [12], [5]. Unfortunately, this requires significant infrastructure which may not be available and is cost prohibitive for large systems.

Alternative solutions tend towards optimal planning. This allows for buses to charge in the traditional sense, minimizes additional infrastructure, and avoids the complexities of exchanging batteries. These approaches generally fall into one of three categories; reactive, hybrid, and global.

Reactive planning focuses strictly on present circumstances. Methods of this type are computationally efficient, run in real-time, and are adaptable. These techniques generally stem from control theory and manipulate a current state to minimize cost. One such example includes the work done by [4], who uses comparable methodology to reduce demand on the power grid. This methodology however, does not account for global phenomena that require broader planning schemes and for the most part this class of techniques remain unused for bus charging.

Another class of algorithms encompasses a limited number of projected events to improve decision making. This allows for a middle ground between simplicity and global planning and has proven useful in previous work [10], [1].

Global planning algorithms assume complete foreknowledge of future events and provide globally optimal plans [18],[7]. This class of algorithm requires more computation and is less flexible than reactive or hybrid approaches. However, the solutions are globally optimal and derive from insight unavailable to other algorithm classes.

B. Cost Management

The final set of constraints aim to decrease load on the grid. Previous work has shown that the use of electric buses can significantly complicate local power management [3] [6]. Additionally, power demand generally increases the fiscal cost from a billing perspective. [8] has provided methodology for forecasting the load on the grid. These types of models often form the basis for power distribution algorithms. For example, [15] gives an approach to minimize grid demand, but requires foreknowledge of uncontrolled loads. [4] takes a different approach and observes real-time data to control the charge rates of connected buses. [13] also operates in the real-time sense but uses on-board batteries to mitigate the effects of rapid charging.

III. GRAPH INFO

– this line needs to be more descriptive: i.e. Representation of problem with graphs ;subjects need to be nouns ;talk about how graphs relate to the problem at hand, this section talks about graphs because... we use graphs to encode bus availability, and edges to encode different charge rates; ;'this' needs to be more specific; ;the first paragraph is too compressed. Need to explain things more concisely and define terms before I use them; ;potential order for information: - to be done in another section where we describe the problem formulation 1. buses (battery, SOC) and routes 2. station, depot charging, and availability 3. constraints: a. charge time b. schedule, availability c. service (battery cannot reach 0 while on route) 4. costs a. energy b. power c. rates 5. dont' refer to Rocky Mountain Power, refer to 'billing utility'. and UTA as the 'transit authority' a. billing utility i. wants to delay infrastructure upgrades ii. this is done by managing peak load b. transit authority i. wants to minimize costs problem formulation (to be included in the introduction): 1. buses, battery SOC, and routes 2. station, depot charges, availability 3. constraints a. charge time b. schedule and availability c. service (battery cannot reach 0 while on route) 4. costs a. uta: minimize fiscal costs associated with energy usage, power consumption, and time of day b. RMP: delay infrastructure upgrades by managing peak load 5. our approach ... a. uses directed graph to encode i. time -left to right layout of graph ii. bus availability - layers of nodes, or sets of nodes iii. charger - bus assignment - edges (binary var. on those edges) iv. charge rate (edges) v. day vs night charging (connecting multiple graphs) vi. energy cost -; edges vii. nodes -; state of charge viii. talk about charge model ix. peak/off-peak/demand 6. move the list of contributions to the end of the literature review section

; This solution uses a graph to formulate constraints and describe bus availability. The graph represents a flow of chargers as they traverse a time-sequence of available buses. By activating graph edges, we imply a certain state associated with a number of chargers. Edges leading to active layers of the graph indicate that this charger is charging a bus where an active 'rest' layer gives an unused charger. The graph contains $n + 1$ layers, where n is the number of buses in the fleet. There is one layer for each bus as well as a 'rest' layer for non-charging elements.

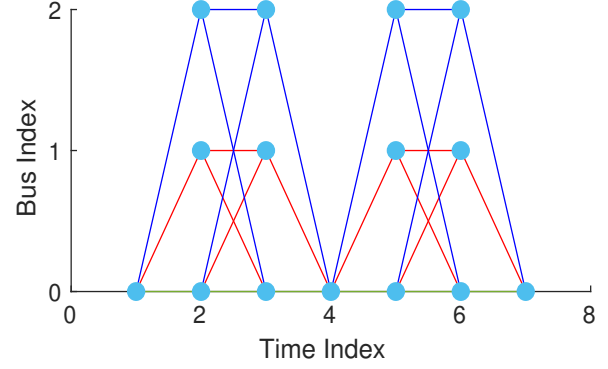


Fig. 1: A simple graph with two buses and six time intervals

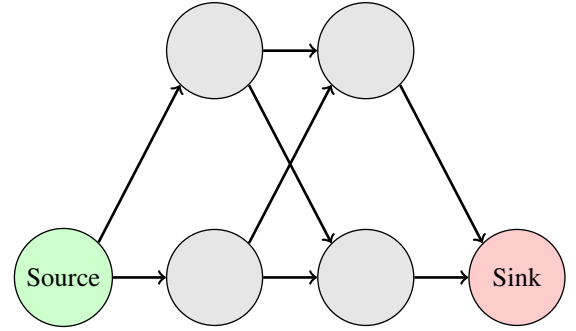


Fig. 2: Network flow illustrating sources and sinks

nodes represent bus availability. A node for bus i at time j indicates bus i 's availability for charging at time j . In Figure 1, for example, both buses one and two are available at times two, three, five, and six, and unavailable otherwise. Note how the zeroeth element always has nodes. This is consistent with an ever-present no-charge option.

Edges represent potential actions to be done between time indices and represent one of three actions: mount, charge, or dismount (see figure 4). A mount action signals a bus to connect to a charger. A charge action causes a bus to charge, and a dismount to disconnect. A charge command must always be lead by a mount, and followed be either an additional charge or dismount command.

This type of directed graph can be represented using an incidence matrix, where the i,j th element refers to a connection between node i and edge j . This value is either positive or negative 1. A positive 1 implies an incoming edge whereas negative one indicates an outgoing edge. For example, the graph given in figure 3 would be described as:

$$\begin{bmatrix} -1 & 0 & -1 & 1 & 0 \\ 1 & -1 & 0 & 0 & 0 \\ 0 & 0 & 0 & -1 & -1 \\ 0 & 1 & 1 & 0 & 1 \end{bmatrix} \quad (1)$$

If we let x be a vector representing the number of chargers occupying any one edge and A be an adjacency matrix, then the total 'flow' for each node can be expressed as

$$\text{flow} = Ax. \quad (2)$$

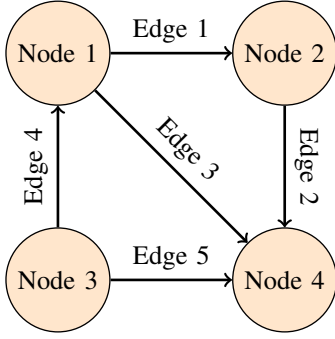


Fig. 3: A generic directed graph consisting of nodes and edges

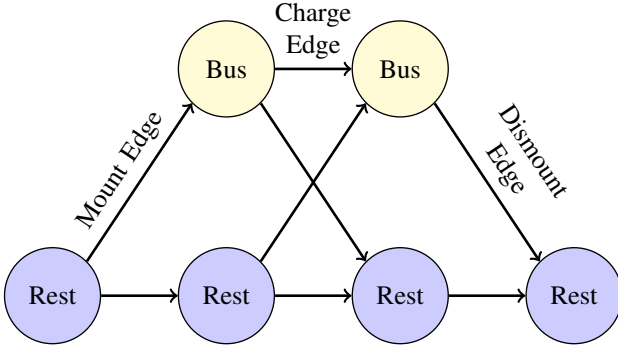


Fig. 4: Mount, Dismount, and Charge Edges

Because chargers are not consumed or produced during the day, the total flow for each node must be zero with the exception of *sources* and *sinks*. Sources are single nodes from which the first edges originate as shown in figure 2, and give a negative flow value equal to the number of chargers. A sink is converse, where the final edges terminate and maintains a corresponding positive flow value.

This relationship can be described in terms of a *flow constraint*:

$$Ax = \begin{bmatrix} 0 \\ \vdots \\ -n\text{Charger} \\ \vdots \\ 0 \\ n\text{Charger} \\ \vdots \\ 0 \end{bmatrix} \quad (3)$$

We also assume that a bus will only charge once before departing for the next route, and that one charger can only service one bus at a time. This constraint is described as a *group constraint*, where groups are collections of nodes for a single bus that describe continuous time at the hub (see figure 5) This behavior is described in terms of an inequality

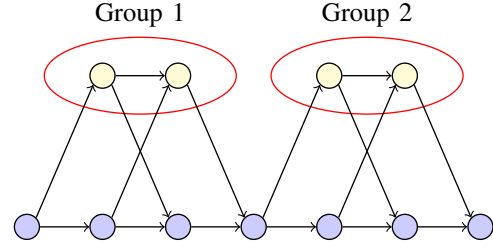


Fig. 5: Example of groups in a network flow graph

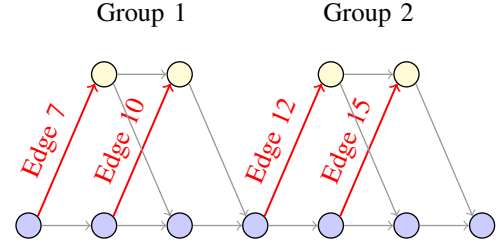


Fig. 6: Mount edge example for groups

constraint

$$Bx \leq \begin{bmatrix} 1 \\ 1 \\ \vdots \\ 1 \end{bmatrix}, \quad (4)$$

where x is a matrix giving the number of chargers traversing an edge, and B describes all mount edges (see figure 4) corresponding to the same group. In B , the i,j th value is one if the j th edge mounts to the i th group. For example, the graph given in figure 6 would have the following group constraints:

$$B = \begin{bmatrix} 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 1 & 0 \end{bmatrix} \quad (5)$$

IV. MULTI-GRAPH ADDITIONS

An additional contribution this work offers is the expansion to night vs day charging. During the night, there is one charger for each bus; each with a single charge rate. During this time, buses are also available to charge at any time. These differences in operations introduce changes to the original graph formation and warrant a separate graph.

Night graphs consider a situation where both the number of buses reflect the number of chargers and buses are readily available. Note how there are several source and sink nodes in figure 7. When a bus deploys for the day, the available number of charges changes and are reflected in the underlying source and sink constraints.

Changes in the first graph are reflected in the second through use of state of charge variables.

V. BATTERY STATE OF CHARGE

The state of charge (SOC) is influenced in three ways; initial conditions, discharge events, and traversing charge nodes (as

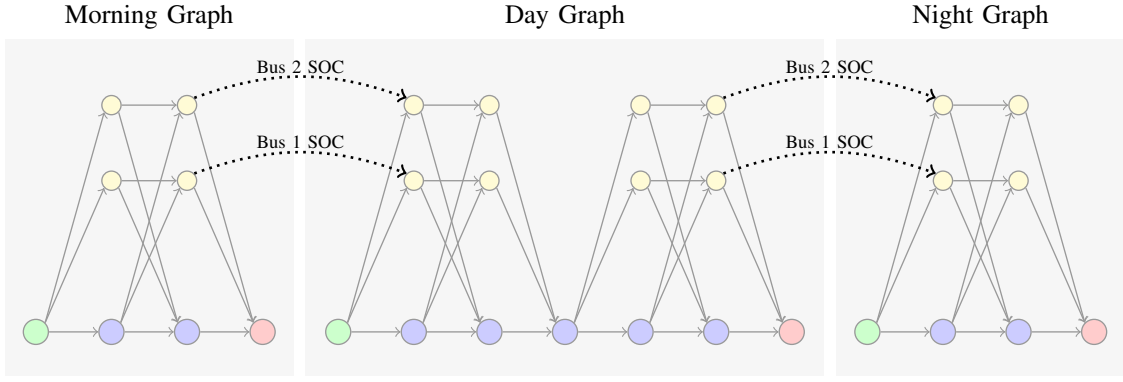


Fig. 7: Night vs Day Graphs

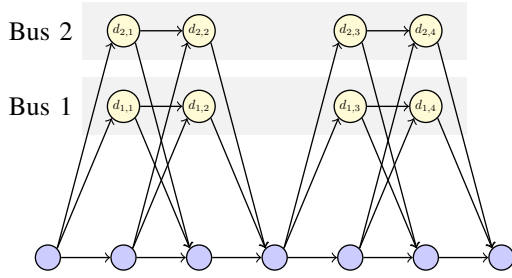


Fig. 8: SOC indicators

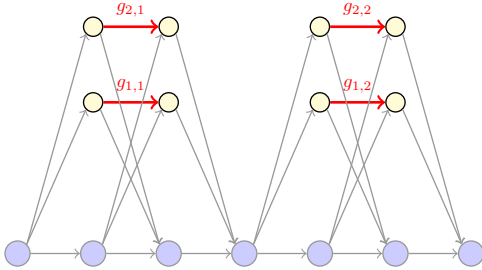


Fig. 9: Depiction of which edges increase SOC for the single rate case

shown in figure 4). There are SOC variables for each node representing an available bus, where the SOC value for the i th bus at SOC index j is denoted as $d_{i,j}$ as shown in figure 8. Note, there only needs be SOC variables for time indices where buses are available to charge and $d_{i,j}$ does not generally correspond to the charge at *time interval* j . All other timesteps are deterministic and need not be computed.

When charging, the change in SOC associated with the i th bus at the j th charge edge is denoted $g_{i,j}$. Again, note that j is *not* indicative of a time interval, rather it gives the *index* of the *charge edge* in use as shown in figure 9.

An additional contribution this paper gives is the addition of multi-rate charging. This adapts the basic methodology to incorporate additional charge edges and $g_{i,j}$ variables. Under this methodology, the graph given in figure 5 would be modified to reflect figure 10, where $g_{i,j,k}$ represents the i th bus at charge instance j and charge rate k .

To model the effect of charging on a battery state of charge,

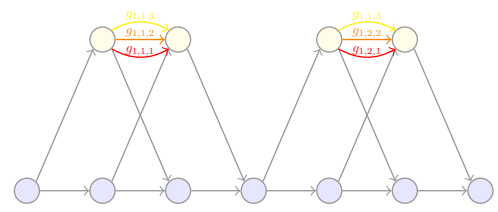


Fig. 10: Multi-Rate Charging

we adopt the Constant Current Constant Voltage (CCCV) model as derived in [18] which gives

$$s_{k+1} = \bar{a}_l s_k - \bar{b}_l M \quad (6)$$

Where s_k is the charge of a battery at time k , \bar{a}_l is a charge rate dependent, experimentally determined value, $\bar{b}_l = \bar{a}_l - 1$, and M is the maximum capacity of the battery in kWh.

Recall how g represented the change in state of charge of the battery in kWh. This allows us to express s_{k+1} in terms of

$$s_{k+1} = s_k + g_{\pi_g(m,k,l)} \quad (7)$$

where $\pi_g(m,k,l)$ represents the index of g for bus m at time index k for charge rate l . These two equations imply that

$$\begin{aligned} s_k + g_{\pi_g(m,k,l)} &= \bar{a}_l s_k - \bar{b}_l M \\ \Rightarrow g_{\pi_g(m,k,l)} &= \bar{a}_l s_k - s_k - \bar{b}_l M \\ \Rightarrow g_{\pi_g(m,k,l)} &= s_k(\bar{a}_l - 1) - \bar{b}_l M. \end{aligned} \quad (8)$$

But the state of charges for bus m are given in terms of $d_{i,j}$. If we let $d_{i,j} = \pi_d(i,k,l)$, then the final expression for g becomes

$$g_{\pi_g(m,k,l)} = d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M. \quad (9)$$

Note, 9 is only valid when the bus is charging and must be tempered with additional constraints to account for the non-charging case.

To handle the two cases, we express the cases for charging (equation 9 and non-charging ($g = 0$) as

$$\begin{aligned} g_{\pi_g(m,k,l)} &= d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &= 0. \end{aligned} \quad (10)$$

which also implies that

$$\begin{aligned} g_{\pi_g(m,k,l)} &\leq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &\geq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &\leq 0 \\ g_{\pi_g(m,k,l)} &\geq 0. \end{aligned} \quad (11)$$

Next, let $x_{\pi_x(m,k,l)}$ be the index of the edge corresponding to $g_{\pi_g(m,k,l)}$. A switch between the two constraints expressed in equation 11 can be constructed using the *big M* technique. This modifies equation 11 such that

$$\begin{aligned} g_{\pi_g(m,k,l)} &\leq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M - M(1 - x_{\pi_x(m,k,l)}) \\ g_{\pi_g(m,k,l)} &\geq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &\leq 0 + Mx_{\pi_x(m,k,l)} \\ g_{\pi_g(m,k,l)} &\geq 0. \end{aligned} \quad (12)$$

Note that as expressed, when the charge edge is active (i.e. $x_{\pi_x(m,k,l)} = 1$), then

$$\begin{aligned} g_{\pi_g(m,k,l)} &\leq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &\geq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &\leq M \\ g_{\pi_g(m,k,l)} &\geq 0. \end{aligned} \quad (13)$$

But as g can never exceed the charge capacity of the battery, the bottom two constraints are inactive and g is both less than or greater than equation 9, making it equal. When the edge is inactive, or $x_{\pi_x(m,k,l)} = 0$, equation 12 becomes

$$\begin{aligned} g_{\pi_g(m,k,l)} &\leq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M - M \\ g_{\pi_g(m,k,l)} &\geq d_{\pi_d(m,k,l)}(\bar{a}_l - 1) - \bar{b}_l M \\ g_{\pi_g(m,k,l)} &\leq 0 \\ g_{\pi_g(m,k,l)} &\geq 0. \end{aligned} \quad (14)$$

where the top two constraints become inactive and g is both less than and greater than 0, making it equal. Hence, these constraints can be expressed in linear form as

$$\begin{aligned} -g_{m,k,l} + d_{m,k,l}(\bar{a}_l - 1) + x_{m,k,l} &\leq M(\bar{b}_l + 1) \\ g_{m,k,l} - d_{m,k,l}(\bar{a}_l - 1) &\leq -\bar{b}_l M \\ g_{m,k,l} - Mx_{m,k,l} &\leq 0 \\ -g_{m,k,l} &\leq 0. \end{aligned} \quad (15)$$

The constraints for state of charge are circumstantially dependent. Each $d_{m,k,l}$ must be defined by a set of constraints which are defined by either initial conditions, previous graphs, route discharge, or $g_{m,k,l}$ variables.

Initial conditions and previous graphs are straight forward. Initial conditions are given as an equality constraint. For example, if d_0 was initialized to 80 kWh, the constraint would be $d_0 = 80$. To initialize to the value of a previous graph, use an equality constraint.

Suppose we modeled early morning and day-time operations and had two corresponding graphs. The final node of graph one would be equivalent to the first node of graph two in the temporal sense and the corresponding $d_{m,l,k}$ values would also be equated as $d_{\text{Graph 1}} - d_{\text{Graph 2}} = 0$.

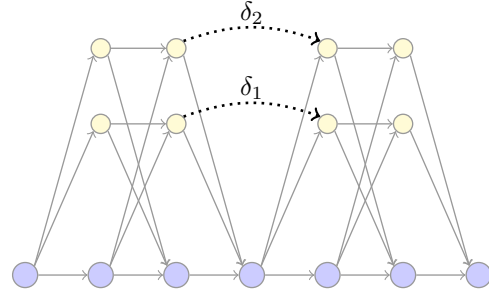


Fig. 11: δ values for routes

$d_{m,l,k}$ values corresponding to available charge times are expressed as a sum of $g_{m,k,l}$ values given in equation 15 such that

$$d_{m,k+1} = d_{m,k} + \sum_l g_{m,k,l}$$

or as given in linear form,

$$d_{m,k+1} - d_{m,k} - \sum_l g_{m,k,l} = 0. \quad (16)$$

The final case deals with battery discharge over a route. As seen in figure 11, discharge values, also referred to as δ represent the power expenditure over a route. This expenditure is modeled as a withdrawal from the reservoir in a battery and was calibrated from data received from the Utah Transit Authority. In figure 11, the SOC constraints corresponding to δ_1 would be as follow:

$$d_{1,3} = d_{1,2} - \delta_1$$

or in linear form,

$$d_{1,2} - d_{1,3} = \delta_1. \quad (17)$$

VI. FISCAL RATE SCHEDULE

One objective of this work is to minimize the fiscal cost associated with power use and uses the Rocky Mountain Power schedule 8 billing rates. This billing schedule includes an on-peak power charge, facilities charge, and both on and off peak energy charges.

The facilities charge is computed by calculating the average power over a 15 minute period. The facilities charge is based on the maximum average value over the course of the month. This section of the bill charges \$4.81 per kW. The On-Peak Power Charge is similarly calculated but only includes average values from designated on-peak hours. Rocky Mountain Power charges \$15.73 per kW for this value.

the facilities power can be formulated as a linear set of constraints that include power used at each timestep for charging buses and external loads. This can be expressed as

$$c_i = \sum_j g_{i,j} + p_i$$

Where c_i represents the

The energy charges are billed per kWh and charge for each unit of energy used. There are two rates: 5.8282¢ for energy consumed during on-peak hours, and 2.6316¢ for off-peak hours. general introduction with details for demand and consumption charge and how these relate to the end-of-the-month billing.

a. external loads (contribution) b. consumption charge i. total energy in Kwh ii. on-peak vs off-peak iii. constraints for consumption charge c. demand charge i. average power in 15 minute window ii. on-peak vs facilities iii. constraints for on-peak and facilities charges d. total cost breakdown i. Show how Rocky Mountain Power uses these and what the cost weighting is.

VII. BUS FLEET OPERATIONS

Overview of bus operations during the day vs the night a. night environment i. one charger per bus ii. slow chargers iii. single rate chargers iv. buses always available b. day environment i. limited number of chargers ii. fast/variable rates iii. limited charging availability c. multiple graphs to incorporate day vs night charging i. show picture to illustrate this ii. show SOC constraints to implement these relationships

VIII. OBJECTIVE FUNCTION

IX. GUROBI & USAGE

X. RESULTS

XI. FUTURE WORK

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