



Municipal EV Readiness Toolkit 12-Week Program

Module 10: Transit Buses

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Transportation Electrification Plan Foundational Insights

Why should you start planning now for a Transportation Electrification Plan?

- Connecticut passed statutes that requires a reduction of greenhouse gas (GHG) emissions 80 percent below 2001 levels by 2050 (Public Act 08-98), with an interim target of 45 percent below 2001 levels by 2030 (Public Act 18-82).
- Transportation makes up 38% of GHG emissions, the largest source of GHG emissions. In order to reach those goals, transportation will need to become zero-emission.
- For 2030 target: The [report](#) from the GC3 recommends reducing transportation emissions 29% from 2014 levels to stay on target.
- December 2015 – CT joined the [International zero emission vehicle \(ZEV\) alliance](#) that says: no later than 2050 – strive to make all new passenger vehicles in their jurisdictions ZEVs
- July 2020 – CT joined the [multi-state Medium and Heavy-duty ZEV memorandum of understanding](#) that commits states will work toward ensuring that: by 2050 – 100 percent of all new medium- and heavy-duty vehicle sales be ZEVs, with an interim target for 2030 having 30 percent ZEV sales

Lead by Example: Preparing to Transition a Fleet to ZEVs

Electric transit buses are increasing across the country. As of August 2018, CALSTART estimates that there are 1,583 electric buses in operation or on order nationwide. [1]

In the Connecticut General Statutes, Public Act 19-117, Section 93 § 4a-67d stipulates that on and after January 1, 2030, at least 50 percent of all cars and light duty-duty trucks and 30 percent of all buses purchased or leased by the state shall be zero-emission vehicles.

While towns do not have direct control over the public transit vehicles that operate through their boundaries, there is an opportunity to partner and coordinate at a more regional level. Coordinated discussions between the local utility, transit agencies, and regional planning entities – including the regional Council of Governments (COGs) which make regional transportation plans for their member municipalities, the CT Department of Transportation (DOT) and the local transit agencies which operate the fleet of transit buses and the paratransit services – should work together to create an integrated electric transit plan.



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Mass transit is used by a wide contingency of people with many low- and moderate-income riders. Electric buses should be prioritized for routes in frontline Environmental Justice communities, and communities with populations with high risk health vulnerabilities or special needs.

The Connecticut Electric Bus Initiative is a partnership between CT DOT, CT Department of Energy and Environment Protection (DEEP) and bus transit providers that showcases Connecticut's commitment to providing a reliable, safe, sustainable, clean energy transportation system. To learn more about the Connecticut Electric Bus Initiative visit <https://portal.ct.gov/DOT/Publictrans/Bureau-of-Public-Transportation/CT-Electric-Bus-Initiative>. Incorporating electric transit buses into a bus fleet transitions bus operations away from fossil fuels, reduces air pollution caused by diesel combustion and, creates a brighter tomorrow for all of Connecticut's residents. For the most up-to-date information on specific Electric Bus projects in CT, please visit the CT DOT Battery Electric Bus Projects and Partners page.

As part of a new program funded by the Federal Transit Administration's Integrated Mobility Innovation initiative, CT DOT will partner with Robotic Research LLC to automate public transit buses. This is a first for the nation. The program is expected to launch to the public in 2021 and will see three electric transit buses operating on the CTfastrak corridor.

[1] Popel, E., Breathing Easy. CALSTART. August 17, 2018. https://calstart.org/libraries-low_carbon_bus_program_documents-breathing_easy_-_august_2018-sflb-ashx/.