



Municipal EV Readiness Toolkit 12-Week Program

Module 3: Municipal Fleet

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Electric School Bus: 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

Local leaders can establish targets to electrify the fleet which save taxpayer dollars while reducing pollution and providing healthier outcomes for its citizens and the environment. The economic benefits of transitioning to electric fleets is an increasingly compelling reason for many municipal leaders. Further savings may be achieved by leveraging funds available for fleet procurement from the CHEAPR program, the Diesel Emissions Reduction Act funding opportunities or the VW diesel emissions settlement grant.

Political and Organizational Buy-in

Successful EV deployment projects involve numerous job descriptions and personalities. Transparency and buy-in throughout the chain of command is critical.

- **Elected Officials** – Legislative and Executive – must be on the same page. “Politics” can derail any project even if the benefits are otherwise in everyone’s best interest.
- **Sustainability** office initiated the project, just wants to know how it gets done
- **Fleet Managers** are the first line of defense. You can’t get it done without them.
- Fleet is one of many demands on **procurement** officials, who may be limited by bureaucracy
- **Facilities & maintenance** staff must prepare for major changes to their status quo
- Familiarize **drivers** with varying use cases across dozens of organizations with the new technology



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Financial and Budgetary Considerations

Existing procurement policies and procedures may not be well suited for a long-term EV deployment program. Understand where procedural roadblocks could exist so they can be addressed up front.

- Review status quo fleet procurement practices, determine the impact on an EV implementation
- Do separate capital and operating budgets create conflicting interests?

Examples with Resources

The city of Atlanta's Mayor's Office of Resilience in partnership with the Electrification Coalition developed Atlanta's Alternative Fuel Conversion Plan published July 2018. It serves as a guide for the City to achieve its commitment of transitioning 20% of its suitable fleet to electric vehicles by the end of 2020. Find out more [here](#).

[Smart Columbus](#) offers a few resources to help organizations convert standard fleet vehicles to electric vehicles.

The city of Austin developed a carbon-neutral fleet plan. [Read the case study](#).