



Municipal EV Readiness Toolkit 12-Week Program

Module 1: Orientation & Overview

Hosted by:



Sponsored by:



Economic and Community Development: 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

There is ample opportunity for economic development by investing in electric transportation.

- Tax dollars saved operating electric public fleets can be invested in other areas.
- Purchasing “local” electricity instead of out-of-state gas keeps transportation dollars circulating in Connecticut.
- Increased spending on electricity for transportation puts downward pressure on electricity rates for all ratepayers: Under Connecticut’s 2050 80x50 scenario, net revenue from PEV charging could reduce electric rates by 7.6 percent in 2050, saving the average household \$153 per year and PEV drivers could annually save \$870 per PEV in 2050[1].
- Increased spending power of consumers saving \$1,000+/year on reduced fuel and maintenance costs with EVs. (For more information on light-duty vehicles see the [Electric Vehicle Life Cycle Cost Analysis](#))
- Price-stability of electricity vs gasoline/diesel for fleet fuel budgeting: The [Clean Cities Quarterly Alternative Fuel Price Report](#) provides regional alternative and conventional fuel prices current and past
- Value of stored energy in EV batteries that can serve the grid to meet peak-demand needs and resilience during an emergency.



Municipal EV Readiness Toolkit 12-Week Program

Module 1: Orientation & Overview

Hosted by:

LIVE GREEN

Sponsored by:



- Ability to pair with renewable energy spurring on more clean energy sectors and enabling the cascading economic development benefits.
- Public health dollars saved by reduced air pollution leading to reduced disease and ER visits and increased productivity.
- Climate-cost avoidance achieved by reducing transportation carbon emissions and maximized by cleaning the grid in parallel.

These benefits can be maximized through strategic partnerships that highlight the value the municipality places on advanced technology solutions.

[1] Lowell, D. Societal Benefits of Plug-in Vehicles: Connecticut Results from State-level modeling. Presentation at EV Education Forum. M.J. Bradley & Associates. January 30, 2019.