Greener Gov: Clean and Efficient Transportation Project Team

September 19, 2019 Meeting Minutes

Legislative Office Building, Room 2A

300 Capitol Avenue, Hartford, CT

1. **Introductions and Attendance – members present**

Kevin Boughan	Steven Hecimovich	Andrew Norton
Pat Caron	Paul Kritzler	Allan Peterson
Rob Dollak	Jen Loo	Rick Rosa (on phone)
Paul Farrell	Matt Macunas	
John Getsie	Steve McGirr	Jeremy Hunt (on phone)
Rick Hanley	Sarah Normandie	

2. **Review DAS business case for motor pool conversion opportunity**

Steve McGirr presented the business model for motor pool electrification developed by DAS.

The statutory 2030 target of 50% light duty vehicles being EVs is only under the condition of price neutrality, and in the near term it is DAS' intent to prepare for the target year activity with a ramp-up that immediately makes the economic case for fuel-switching. Therefore the DAS model goal-seeks an equivalent economic value when fuel-switching from conventional to electric light duty passenger vehicles.

It is expected that fewer avoided costs will need to be cited in the business case over the long term because EV acquisition will become more affordable over time – supporting this point, McGirr cited a price reduction on Chevy Bolts of ~ $1,000 compared to the previous year's prices.

Further discussion related to business case inputs included:

- The fully-loaded FTE costs associated with routine ICE vehicle refueling.
- Electric vehicle models under consideration by DAS (Chevy Bolt in the near term).

- The price of electricity paid by the State of Connecticut for fuel.
- Electric rates of state facilities, whether they differ between building-tied meters, and the extent to which certain rate classes may unravel the economic viability of EV charging at scale.

The group was reminded of the ongoing data benchmarking efforts of Greener Gov, and affirmed to seek information from DEEP Electric Supply on what fuel use data was currently being collected so as not to duplicate efforts. Staff confirmed the capture of data from delivered fuel invoices, and from fuel purchases from DOT-owned stations (and 14 other state fueling stations). DAS subsequently examined fueling of DAS fleet vehicle from DOT data, showing monthly averages of approximately 4 fuel stops and ~7,000 fuel transactions, collected across ~1,600 sedans. Information that remains uncaptured is fuel purchased on state agency Voyager cards from independent fueling stations.

3. **Discuss select deliverables for coming months**

    a. List of passenger car fleet lots at all state properties
    b. Identification of underutilized chargers at state facilities
    c. Employee education

4. **Other business**

    Infrastructure Group - The working group formed an infrastructure subgroup to investigate issues of EV charging infrastructure. Volunteers included Kevin Boughan, Rick Rosa, Jeremy Hunt, Keri Enright-Kato, and Matt Macunas. The larger group traded ideas on system resilience against catastrophic outages, and whether the State could not only install standard level 2 charging at facilities but also secure a favorable deal with 3rd party network providers of existing fast charging facilities like Electrify America and EVgo.

    Education Group – Sarah Normandie volunteered to join the existing subgroup. Matt Macunas requested getting copied on communications.

5. **Next meeting**

    Next meeting is Monday, October 21st 1:00 P.M. to 3:00 P.M.