



January 23, 2026

Environment Committee
Connecticut General Assembly
Legislative Office Building, Room 3200
Hartford, CT 06106

Government Administration and Elections Committee
Connecticut General Assembly
Legislative Office Building, Room 2200
Hartford, CT 06106

Transportation Committee
Connecticut General Assembly
Legislative Office Building, Room 2300
Hartford, CT 06106

Dear Chair and Ranking Members of the Environment, Government Administration and Elections, and Transportation Committees.

Sections 4a-67d(c) and 4a-67d(i) of the Connecticut General Statutes mandate that the state fleet be transitioned to electric vehicles in gradual phases by certain target dates and require that a report be submitted to the legislature if the targets are not met. Specifically:

(c) Notwithstanding any other provisions of this section, (1) on and after January 1, 2008: (A) At least fifty per cent of all cars and light duty trucks purchased or leased by the state shall be alternative-fueled, hybrid electric or plug-in electric vehicles, (B) all alternative-fueled vehicles purchased or leased by the state shall be certified to the California Air Resources Board's Low Emission Vehicle II Ultra Low Emission Vehicle Standard, and (C) all gasoline-powered light duty and hybrid vehicles purchased or leased by the state shall, at a minimum, be certified to the California Air Resource Board's Low Emission Vehicle II Ultra Low Emission Vehicle Standard, (2) on and after January 1, 2012, one hundred per cent of such cars and light duty trucks shall be alternative-fueled, hybrid electric or plug-in electric vehicles, (3) on and after January 1, 2026, at least fifty per cent of such cars and light duty trucks shall be battery electric vehicles, (4) on and after January 1, 2028, at least seventy-five per cent of such cars and light duty trucks shall be battery electric vehicles, and (5) on and after January 1, 2030, one hundred per cent of such cars and light duty trucks shall be battery electric vehicles.

(i) Not later than January 1, 2026, and annually thereafter, if the fleet average for cars or light duty trucks purchased by the state does not meet the requirements of subsection (c) of this section, the commissioner shall submit, in accordance with the provisions of section [11-4a](#), a report to the joint standing committees of the General Assembly having cognizance of matters relating to government administration, transportation and the environment. Such report shall (1) explain why such requirements were not met, and (2) propose an alternative schedule to meet such requirements after considering available appropriations and the market conditions for battery electric vehicles and the associated charging infrastructure for battery electric vehicles.

Pursuant to C.G.S. Sec. 4a-67d(i), this report explains why the January 1, 2026 state fleet electrification requirement was not met.

In-Scope Vehicles

While the overall number of vehicles in the State fleet is approximately 5,500, the Department of Administrative Services (DAS) is responsible for the management of 3,550 (65%) vehicles. Of those 3,550 vehicles, DAS initially determined that 2,084 vehicles were “in-scope”, or subject to the statutory electrification requirements. Certain vehicles were determined to be “out of scope” because the electrification requirement does not apply to certain vehicle types, such as medium and heavy-duty trucks, mini-buses, and vans, or those used for emergency response purposes.

DAS is working with the Department of Children and Families, Department of Developmental Services, Department of Social Services, and Department of Mental Health and Addiction Services to review the utilization of approximately 1,450 vehicles to determine how many of them might be needed for emergency response purposes, and therefore, by statute, are also exempt from the electrification requirement. Early indications are that 90% of those agency vehicles may be exempt. Given this factor and the other challenges outlined below, for the purposes of this report, we assume that 780 of the 2,084 vehicles can currently be converted to electric vehicles. There are currently several projects underway to build out the charging infrastructure at various state facilities. The internal combustion engine (ICE) vehicles located at those facilities will be replaced with electric vehicles as soon as the charging infrastructure work is completed.

Progress in Meeting the Targets

To ensure cost-effective execution and alignment with the 2022 legislative mandates, DAS began work toward DAS-fleet electrification with a methodical planning phase. To do so, DAS first had to secure funding for the project. Funding was authorized during the 2023 legislative session and approved by the Bond Commission in October 2023. DAS subsequently engaged Urban Engineers to develop a comprehensive roadmap that would establish a strategic framework for implementation. This roadmap was completed in 2024.

From 2024 to 2025, DAS Construction Services and DAS Fleet Operations, with other interagency partners, collaborated to validate the statewide vehicle inventory, categorize vehicles by site and agency, and communicate the legislative directive to approximately 20 user agencies. This process revealed operational questions, particularly regarding cost allocation and charging logistics, which, in turn, helped refine the implementation strategy. This collaboration continues today.

With roughly 200 sites and hundreds of vehicles across state-owned and leased locations, DAS used the roadmap and extensive interagency engagement to structure a phased rollout of the plan. Early construction at initial sites in 2024–2025 provided critical lessons, prompting a shift from prioritizing coverage at certain geographic locations across the state to grouping sites by agency. Four active site groups were established, covering large, small, and mid-sized locations, with future grouping of projects expected to address some of the more challenging issues, such as leased sites, thus moving us closer to the statutory goals in future years.

Group 1 comprises the first sites. The Litchfield Courthouse site was completed in 2025, and DAS anticipates the three remaining sites will be completed in 2026. These include:

Site	Address	# of Ports
Litchfield Courthouse	50 Field Street, Torrington, CT	7 ports
Uncas on Thames	401 W. Thames, Norwich, CT	50 ports
Connecticut Valley Hospital	100 Silver Street, Middletown, CT	15 ports
DCF Headquarters	505 Hudson Street, Hartford, CT	15 ports

Group 2 comprises approximately 25 large sites, totaling around 370 ports where electrical service upgrades may be required. Most of these sites have 10-15 ports, with several exceeding 20. Additional electrical studies will be conducted through 2026 to confirm service capacity, and conceptual designs are being developed collaboratively by various agencies for greater efficiency.

Group 9 comprises approximately 65 small sites, primarily with one eligible vehicle, for a total of approximately 120 ports as necessary to meet ADA requirements. This group remains flexible, as each site must be visited before bidding to confirm the presence of a vehicle and to validate the need for a single port.

Group 10 encompasses roughly 80 sites with 2 to 5 vehicles, representing a midpoint between Groups 2 and 9, and totals approximately 235 ports.

Groups 3 through 8 currently contain no active sites but were established to enable future segmentation to improve design or procurement efficiency. These groups are also set aside for potential additions of leased sites.

Challenges in Meeting the Targets

The most significant challenges that DAS has encountered in meeting the statutory electrification targets are:

1. *Leased and Non-State Owned Sites:* A significant percentage of DAS vehicles are parked at locations that are not owned by the state. For example, a large number of vehicles are parked at locations that are leased rather than owned. In these instances, the state does not have the authority to utilize bond funds to install electric vehicle chargers, and the owners of these facilities do not have a duty to allow the state to make such installations;
2. *Vehicle Types:* There are some in-scope vehicle types – such as minivans and mini-cargo vans – which do not currently have an EV equivalent. While new electric vehicle models are being introduced regularly, DAS is currently unable to replace these vehicles with their EV equivalents until such equivalents become available on the market;
3. *Changing Market:* Manufacturers’ prioritization of electric and hybrid vehicle production has recently changed. Several manufacturers have discontinued certain EV and hybrid models as they reassess production strategies and the future release of alternative-fuel vehicles. This shift is being driven in part by changing consumer demand and evolving government regulations; and
4. *Design and Construction Services Supply Chain:* There is limited bandwidth in the marketplace for the design, supply, and installation of electric vehicle supply equipment (EVSE); therefore, rapid simultaneous deployment in multiple locations is challenging, and extended lead times are required to install this equipment. Additionally, there continue to be significant supply chain delays in obtaining new electrical equipment, which will affect the locations where upgrades to facilities’ electrical equipment are also required to power the EVSE.

Statutory Target Status

As described above, 780 of the vehicles managed by DAS are cars or light-duty trucks within the scope of the mandate, which amounts to the following targets:

- January 1, 2026: 50% (390 electric vehicles)
- January 1, 2028: 75% (585 electric vehicles)
- January 1, 2030: 100% (780 electric vehicles)

Due to the challenges described above, the current projection for the conversion of DAS-managed internal combustion engine (ICE) vehicles to EVs is:

- January 1, 2026: 4.9% (38 electric vehicles)
- January 1, 2028: 39% (307 electric vehicles)
- January 1, 2030: 68% (530 electric vehicles)

Overall, these numbers will fluctuate as solutions to the existing challenges are overcome and new challenges are encountered.

For example, for 2030, the projection is short of 100%, due to some vehicles being parked at leased sites and others being parked at agencies that have indicated concerns with the ongoing facilities' utility cost impacts.

Conclusion

DAS is proud to be a partner in the efforts to convert state fleet vehicles to electric vehicles and continues to work diligently towards this goal.

With so many different factors, it is challenging to predict how quickly we will be able to electrify the fleet, and therefore, any "goal" will always be an estimate. For this reason, we do not recommend a change to the statutory schedule at this time.

In addition, in a further effort to lower greenhouse gas emissions, and in keeping with the spirit of the statutory mandates, DAS intends to increasingly utilize hybrid vehicles, if available and cost-effective, to replace vehicles that cannot be replaced with electric vehicles.

DAS understands the importance of this task, is dedicated to the goal of electrifying the fleet as quickly as possible, and will continue to report annually to the legislature on our progress.