



DEPARTMENT OF ADMINISTRATIVE SERVICES

450 Columbus Boulevard, Suite 1501, Hartford, CT 06103

Conn. Gen. Stat. §4a-67d

State Fleet Composition and Fuel Usage Report

December 31, 2020

Section 4a-67d(f) of the Connecticut General Statutes directs the Department of Administrative Services (“DAS”) to file yearly reports on fuel usage and the composition of the state fleet. DAS is also required to notify the legislature of any changes or amendments to the plans developed pursuant to section 35 of Public Act 07-4.

(e)(1) Fiscal Year 2020 Fuel Usage:

Fuel usage is tracked based on aggregate fuel sold at the Department of Transportation (“DOT”) and Department of Emergency Services and Public Protection (“DESPP”) fueling stations. DAS, DOT and DESPP do not track and do not have records regarding the fuel consumption of each individual vehicle in the fleet. The fuel usage information provided by DOT and DESPP is as follows:

| <u>DOT Fueling Stations*</u> | | <u>DESPP Fueling Stations*</u> | |
|------------------------------|-------------------|--------------------------------|----------------------|
| Unleaded Fuel | 2,989,277 Gallons | Unleaded Fuel | 1,234,679.81 Gallons |
| Diesel Fuel | 1,505,036 Gallons | | |

* These figures do not include fuel purchases made by state employees at commercial stations.

Fleet Composition:

The attached PDF files detail the composition of the state fleet, including vehicles owned by DAS, vehicles owned by DOT, and vehicles owned or utilized by DESPP. (Automobiles utilized by DESPP are owned by DAS but maintained by DESPP.)

| | |
|--------------------|--|
| DAS Fleet | 3,805 vehicles including light-duty cars and trucks. |
| DESPP Fleet | 1,778 vehicles, including automobiles, motorcycles, trailers, etc. |
| DOT Fleet | 3,179 vehicles, including automobiles, trucks, buses, etc. |

(e)(2) Since DAS's report dated October 1, 2007, the Department of Energy and Environmental Protection has not changed its determination made pursuant to subsection (a) of section 35 of P.A. 07-4; specifically, that DAS should continue to meet its alternative fuel vehicle acquisition obligations under the Energy Policy Act ("EPAct") through the standard compliance method, as opposed to seeking an alternative compliance waiver.

(e)(3) Due to the significantly higher cost of ethanol fuel compared to unleaded gasoline and the decreased performance, drivability and fuel mileage associated with the use of ethanol fuel, DAS is no longer engaging in affirmative efforts to increase the utilization of existing ethanol fueling stations in the state.

(e)(4) Since DAS's October 2007 report, there have been no changes to the plan that was developed pursuant to subsection (c) of section 35 of P.A. 07-4; specifically, that DAS should use banked EPAct credits, if any, to purchase hybrids and electric vehicles as appropriate.

(b)(2) DAS Fleet has not been able to meet the requirement that after January 1, 2012, one hundred percent of such cars and light duty trucks shall be alternative-fueled, hybrid electric, or plug-in electric vehicles. However, for the 2020 Model Year EPAct reporting cycle, Fleet Operations exceeded the 75 percent requirement of all new vehicle purchases be alternative fueled. Fleet vehicles are purchased whenever possible as E85, BEV (Battery Electric Vehicle), PHEV (Plug-in Hybrid Electric Vehicle), or Hybrid, for compliance with EPAct alternative-fueled vehicle purchasing requirements and CT General Statutes. To meet the 100% alternative-fueled purchasing requirement standard set for January 1 2012, and to meet the new purchasing standard of 50% Zero-Emission vehicles for all new car and light-duty truck purchases by January 1 2030, an increase must be made to agency vehicle budgets, which includes Electric Vehicle Charging Infrastructure. The absence of comprehensive state building charging infrastructure is the most significant detractor to supplant the states fossil fuel fleet with electric vehicles. A dedicated funding stream must be identified and allocated to DAS, the Department of Construction Services, or fleet client agencies, specifically for EV charging infrastructure installations at state properties where EV hubs can be placed for fleet vehicles.

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