

November 26, 2018

## AN ELECTRIC VEHICLE ROADMAP FOR CONNECTICUT

## NOTICE OF SCOPING MEETING AND OPPORTUNITY FOR PUBLIC COMMENT

As recommended by the [Comprehensive Energy Strategy](#) issued on February 8, 2018, the Department of Energy and Environmental Protection (DEEP) initiates this proceeding to develop an electric vehicle roadmap (EV Roadmap) for Connecticut. The EV Roadmap is anticipated to identify Connecticut-specific policies, programs, and strategies that the State of Connecticut should pursue to optimize deployment of electric vehicles (EVs) and associated infrastructure. Moreover, the EV Roadmap is intended to support development of a self-sustaining EV market, and ensure that increased electricity demand from EV deployment is a benefit rather than an impairment to the electric grid.

DEEP will conduct a scoping meeting on December 14, 2018, at 10 a.m. EST, in Hearing Room 2 at DEEP's New Britain Office, Ten Franklin Square, New Britain, Connecticut. The purpose of the meeting is to brief stakeholders on the proposed scope of the EV Roadmap proceeding and to take public comment on the proposed scope of the EV Roadmap, which is provided below.

**Draft Scope EV Roadmap**

Overview
The EV Roadmap will outline the 2030 vision and objectives necessary to support the deployment of increasing numbers of light-duty zero emission vehicles (ZEVs) in Connecticut necessary to meet air quality and climate goals and to inform the parameters DEEP will consider when soliciting electric vehicle supply equipment (EVSE) infrastructure proposals under the VW NOx Mitigation Grant. In so doing, the document will review and describe a summary of user trends and projections, regional and federal efforts to date, and zero emission options beyond light-duty fleet applications.
Accelerating ZEV adoption and creating a robust fueling infrastructure
Even with increasing demand, a growing roster of vehicle models, and an expanding network of both public and private infrastructure, the EV market is still in an early stage of maturation. To further support development of a self-sustaining EV market and the necessary infrastructure, the EV Roadmap will build on existing efforts already underway and make recommendations on the following elements:

<ul style="list-style-type: none"> <li>• Education, outreach, and marketing</li> <li>• Public and private fleet strategies</li> <li>• Sustainable funding in the form of incentives, financing, manufacturer partnerships, or other</li> <li>• Partnering with dealerships</li> <li>• Bringing clean transportation options to low- to moderate-income communities</li> <li>• Streamlining building codes and permitting</li> <li>• Future proofing</li> <li>• Interoperability</li> <li>• Consistency of customer experience</li> <li>• Data collection (EV registrations, charging station data, etc.)</li> </ul>	
<b>Fueling/charging cases</b>	
<p>Increasing market penetration of ZEVs requires increased deployment of fueling/charging infrastructure. In turn, accessible and reliable infrastructure will support and encourage further adoption of ZEVs in the state. Building out self-sustaining fueling/charging networks will require ongoing private-public partnerships and open communication to ensure that planning efforts are coordinated among multiple fueling/charging cases, including public, residential, and workplace charging.</p> <p>The EV Roadmap will discuss and make recommendations on the following fueling/charging cases:</p>	
<b>Public</b>	<ul style="list-style-type: none"> <li>• Public charging infrastructure ownership models</li> <li>• EV fast charging</li> <li>• Corridors, destinations, state facilities and properties, around town</li> <li>• Hydrogen refueling stations</li> </ul>
<b>Residential</b>	<ul style="list-style-type: none"> <li>• Single family homes</li> <li>• Multi-unit dwellings</li> </ul>
<b>Workplace</b>	<ul style="list-style-type: none"> <li>• Workplace charging opportunities</li> <li>• Outreach to promote workplace charging</li> <li>• Opportunities to reduce impact of charging during peak hours</li> <li>• Workplace charging host guidance</li> <li>• Leadership recognition</li> </ul>
<b>Rate design and demand charges</b>	
<p>Rate design and demand charges for residential, commercial and industrial customers set market signals. Market signals may be necessary to encourage beneficial off-peak charging that improves the efficiency of the grid and reduces costs for all electric ratepayers. Further, ZEVs can be a demand-response resource and/or function as distributed energy storage, enabling a reduction in investments in new electricity infrastructure and shifting load from peak to off-peak hours.</p> <p>The EV Roadmap will explore and recommend crafting a rate design and demand charge strategy that encourages EV adoption while mitigating adverse electric demand and costs and harnesses the benefits of EV flexible load capabilities.</p>	
<b>ZEV's beyond light-duty vehicles</b>	
<p>The EV Roadmap will discuss emerging applications for medium- and heavy-duty vehicle and non-road electrification in order to identify cost-effective strategies that target transportation electrification opportunities beyond light-duty vehicles including fleet and freight applications.</p>	
<b>Planning forward with VW EVSE</b>	

As a part of the Volkswagen settlement, Connecticut has been allocated almost \$56 million for use towards offsetting the excess oxides of nitrogen (NOx) emissions caused by VW's actions. DEEP's plan for the allocation of VW funds is set forth in the [State of Connecticut Mitigation Plan](#) and focuses on extensive mitigation projects to reduce NOx from a wide array of mobile sources. In accordance with a federal Consent Decree (Appendix D-2), Connecticut reserved up to 15 percent of these funds for electric and hydrogen vehicle infrastructure/EVSE.

EVSE project funding, like NOx mitigation funding, will be awarded through an open, competitive and transparent process that will comply with all applicable state and federal procurement requirements.

In November 2018, DEEP issued \$12.1 million for a variety [of clean air projects](#). DEEP will offer additional rounds of funding at a later date and will include a competitive grant opportunity for electric and hydrogen vehicle charging/fueling infrastructure. The EV Roadmap will both inform and outline funding priorities in this category.

DEEP plans on following the preliminary timeline detailed below:

Action	Preliminary Timeframe
DEEP initiates EV Roadmap proceeding and notices scoping meeting	November 21, 2018
DEEP scoping meeting	December 14, 2018, at 10:00 a.m.
Comments due on proposed scope	December 20, 2018, by 4:00 p.m.
DEEP technical meeting	January 2019
DEEP issues draft EV Roadmap	February 2019
DEEP hearing on draft EV Roadmap	February 2019
Comments due on draft version EV Roadmap	March 2019
DEEP issues final EV Roadmap	April – May 2019

By way of this Notice, DEEP is accepting public comment on the proposed scope of the EV Roadmap proceeding through December 20, 2018, by 4:00 p.m. EST. Written comments may be filed electronically on [DEEP's website](#) or submitted to [DEEP.EnergyBureau@ct.gov](mailto:DEEP.EnergyBureau@ct.gov). All materials submitted by stakeholders in this proceeding will be posted on [DEEP's Energy Filings website](#) under the matter "EV Roadmap." Any questions can be directed to Debra Morrell at (860) 827-2688 and/or via e-mail at [DEEP.EnergyBureau@ct.gov](mailto:DEEP.EnergyBureau@ct.gov).

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Notice filed with the Secretary of State on November 26, 2018.