Utility Charging Incentive Follow Up

We have been following up with the utilities on some of the outstanding questions. These are some specific items that came up at the meeting where the information was not available or incomplete. These are a few items for which we have answers.

Plug-in Hybrids

Plug-in Hybrids are eligible! At the meeting we were told that is not the case. That correction has been provided to us.

Third Party Power Supplier

It does not matter who your power generation supplier is.

Number of Incentives Per Household

Our club has a lot of multi-EV households. Each household can sign up for a maximum of 2 incentives. At the meeting, it was said that Eversource had a limit of one, but we confirmed with Eversource that 2 incentives are permitted, the same as with UI.

Make-Ready

Make-Ready is a commercial incentive that is sometimes described as bringing power to the pad or the base upon which the charging unit will be installed. The incentive includes the cost of wiring up the charging unit.

Telematics

Telematics is where the utility communicates directly with the vehicle. It is a way for people who already own a charger, which is not an eligible smart charger to participate, IF you

have a vehicle that has telematics capability. Many, though not all Teslas, have telematics. There are non-Tesla EVs that also have telematics. This page includes telematics-eligible vehicles for Eversource. There could be a slightly different list for UI as the companies use different external vendors to manage this aspect of the program.

We have received feedback that it is difficult to sign up for telematics. The registration funnel on the website is confusing. We have sent detailed feedback on this subject to the utilities and await their response.

Taxes

If you are requesting incentives with a value of more than $600, you will be required to upload a completed IRS form W-9.

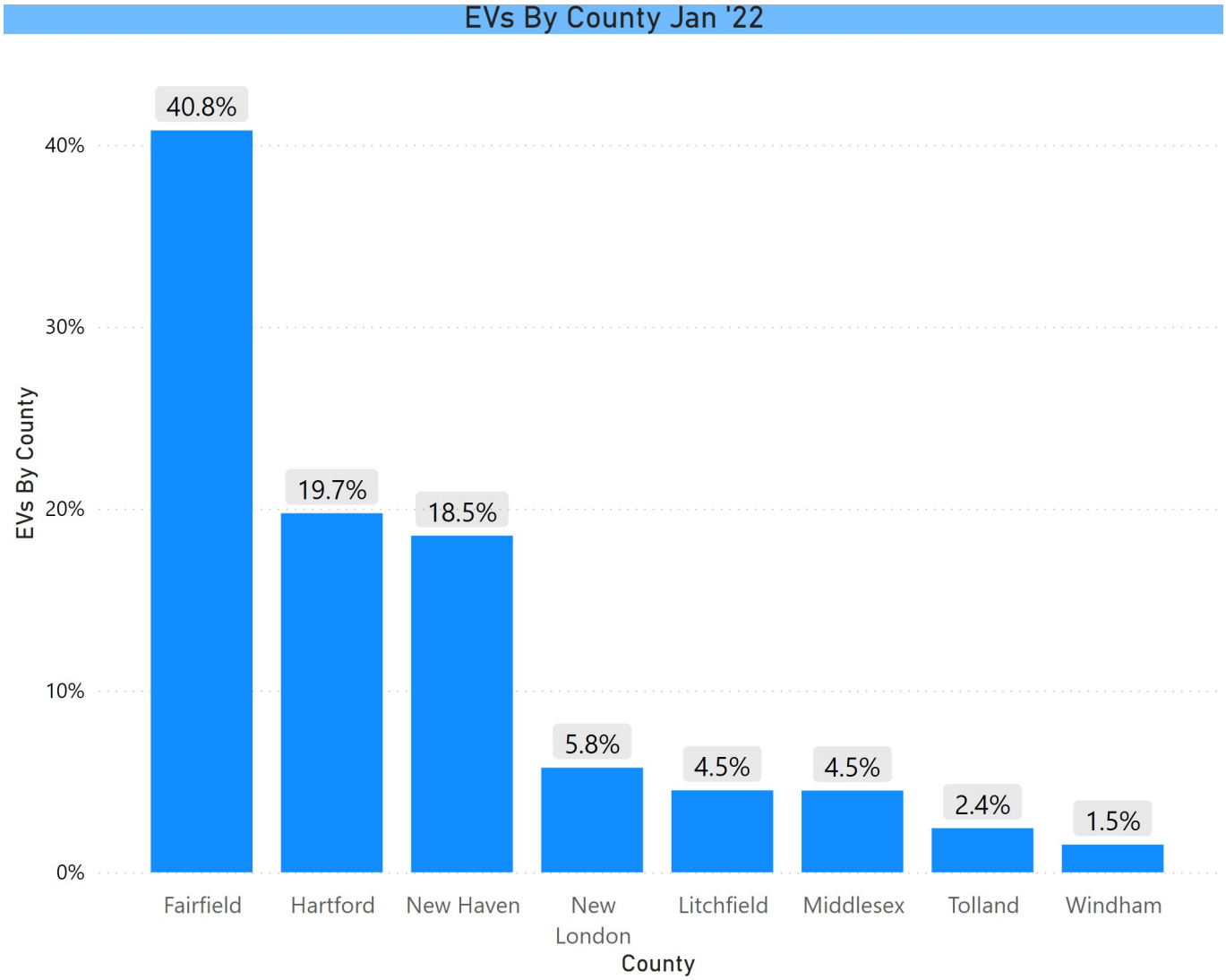
We have a March 4 call scheduled with them. We don't know if we'll hear anything sooner. If you have anything you'd like for us to ask, or if you have gone through the application process and have comments, please mention it as a comment to the post or email the club at EVClubCT@gmail.com.

Where The EVs are – Jan 2022 Edition

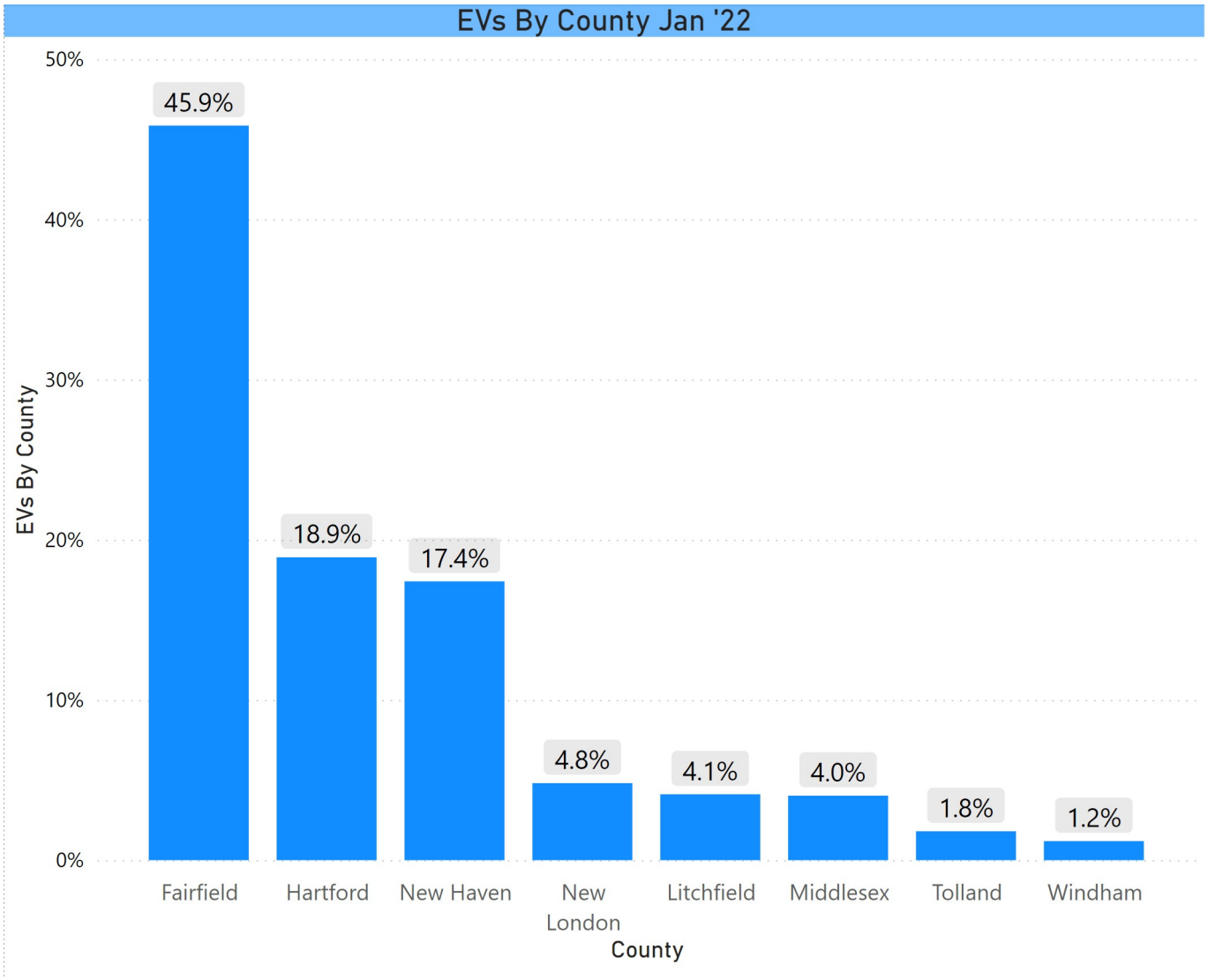
Barry Kresch

41% of CT EVs in Fairfield County

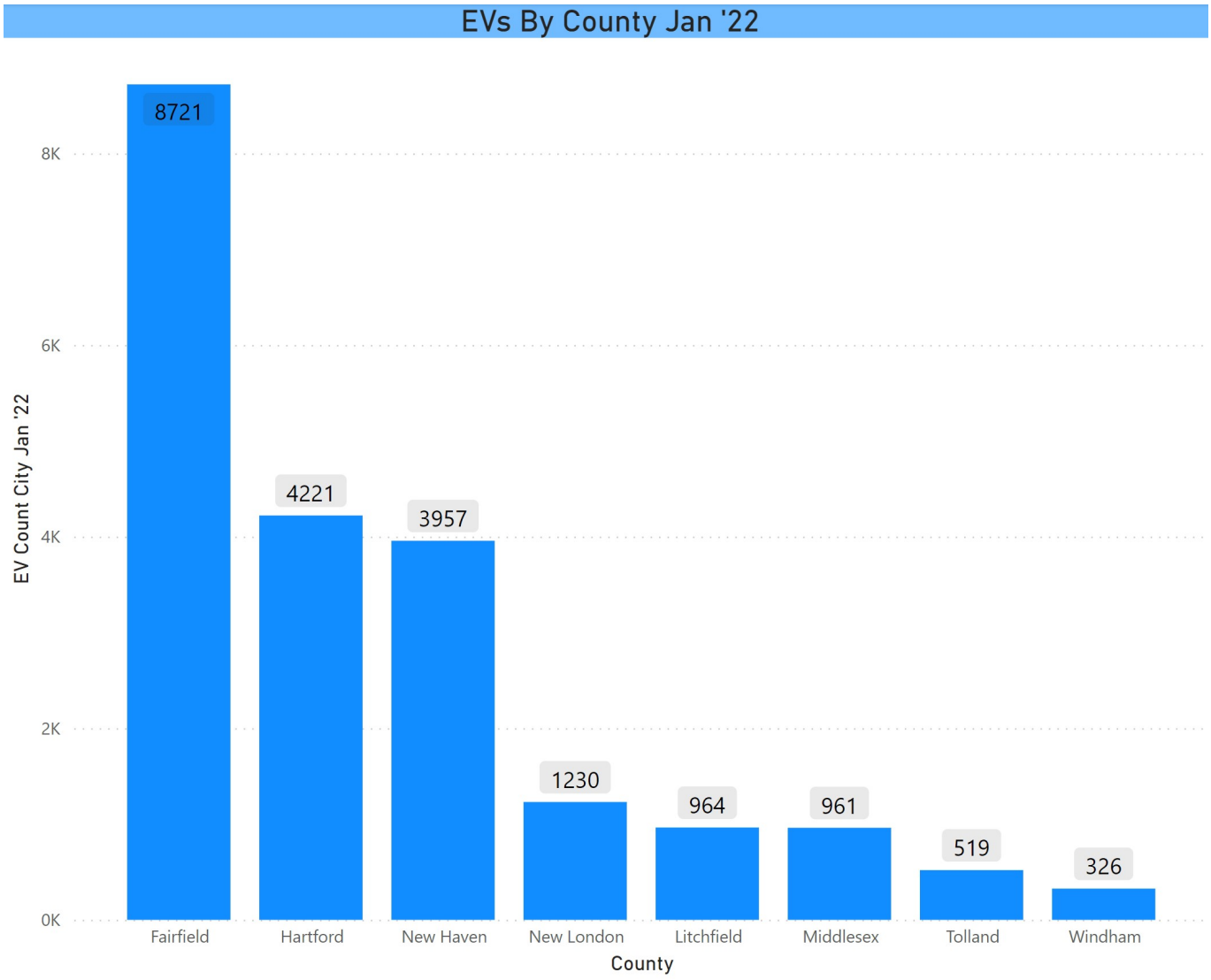
Hartford and New Haven Counties make up the bulk of the rest. When filtered for BEVs, there is even more of a Fairfield County skew.



% BEV by County

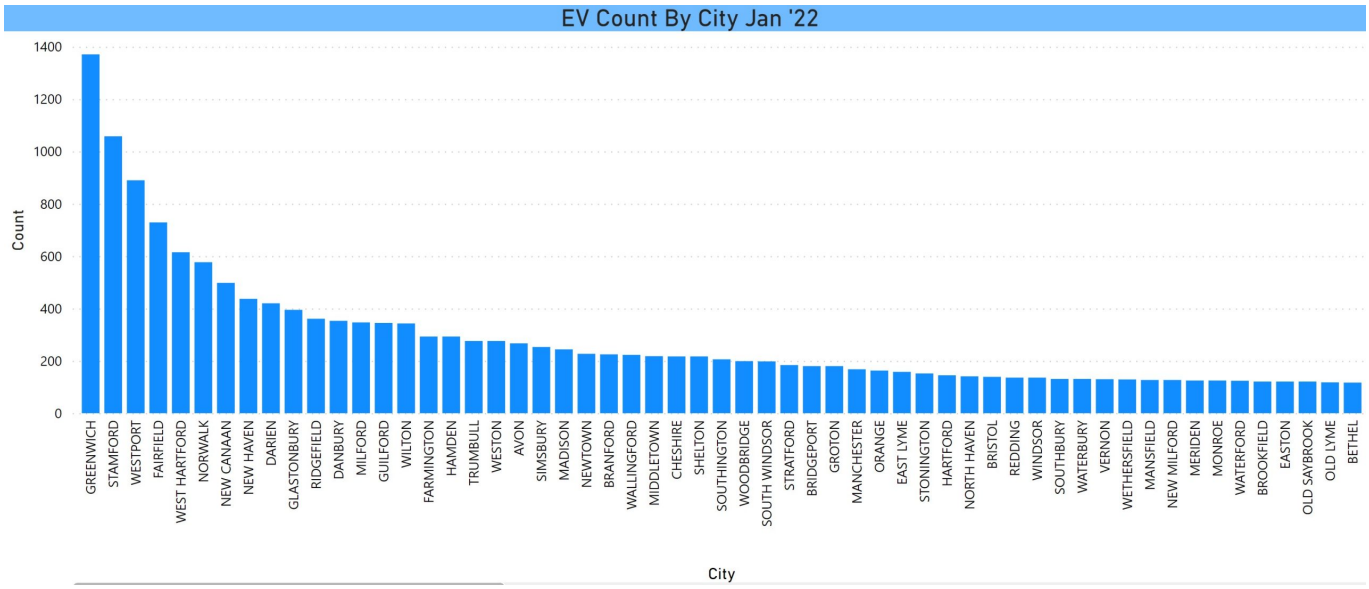


In terms of raw numbers.



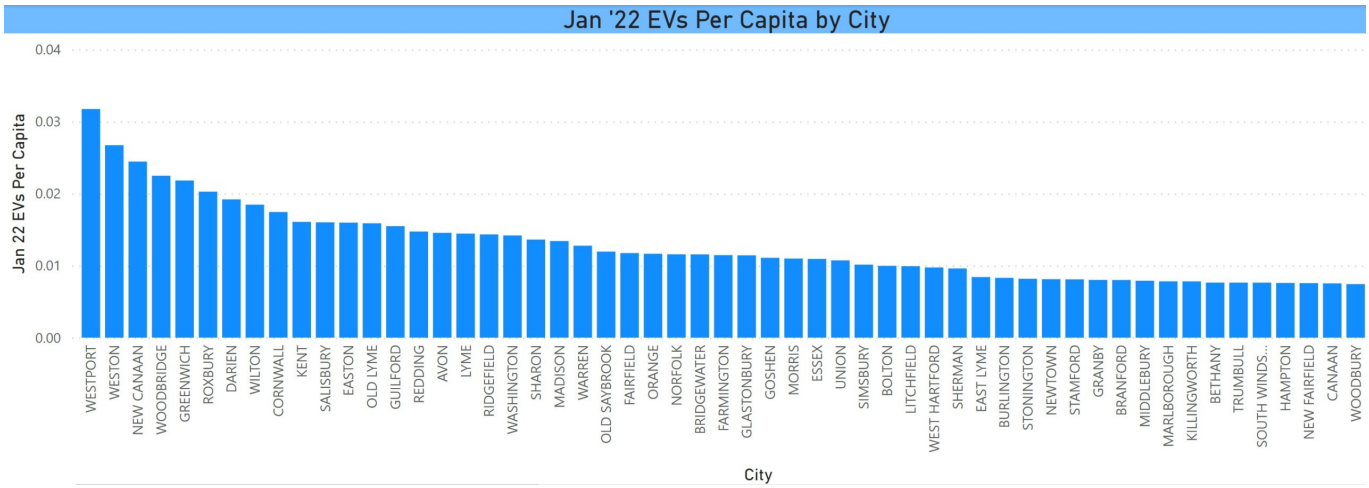
EVs by City

In the map at the top of the post the bubbles are sized for the number of EVs in each city and the intensity of the color saturation deepens with higher EVs per capita. Below is a bar graph excerpt (due to space limitations of the cities with the highest EV count. Top cities are Greenwich (1371), Stamford (1058), Westport (890), Fairfield (729), and West Hartford (615).



EVs Per Capita by City

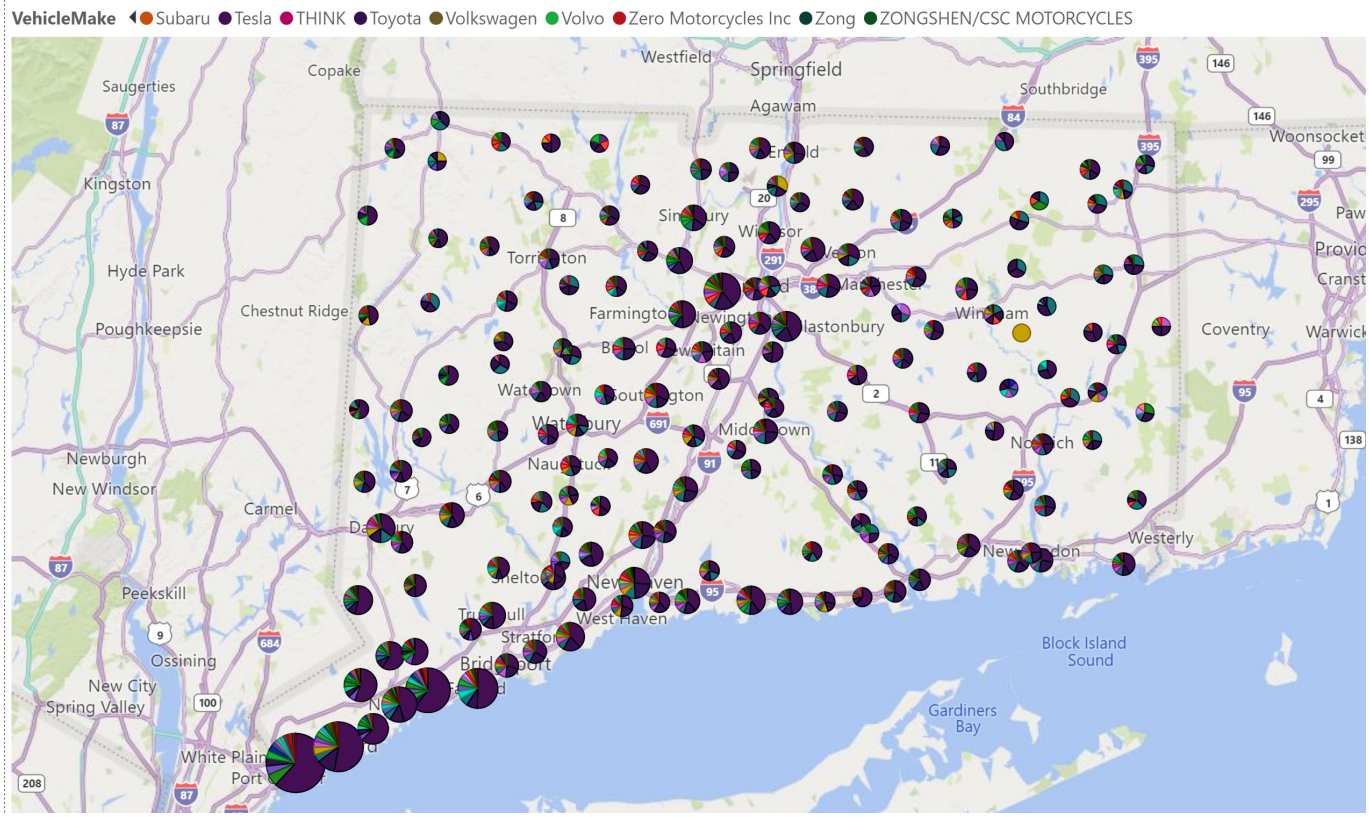
A number of the smaller cities, particularly in Fairfield County, rise higher in the ranks.



Make Within City

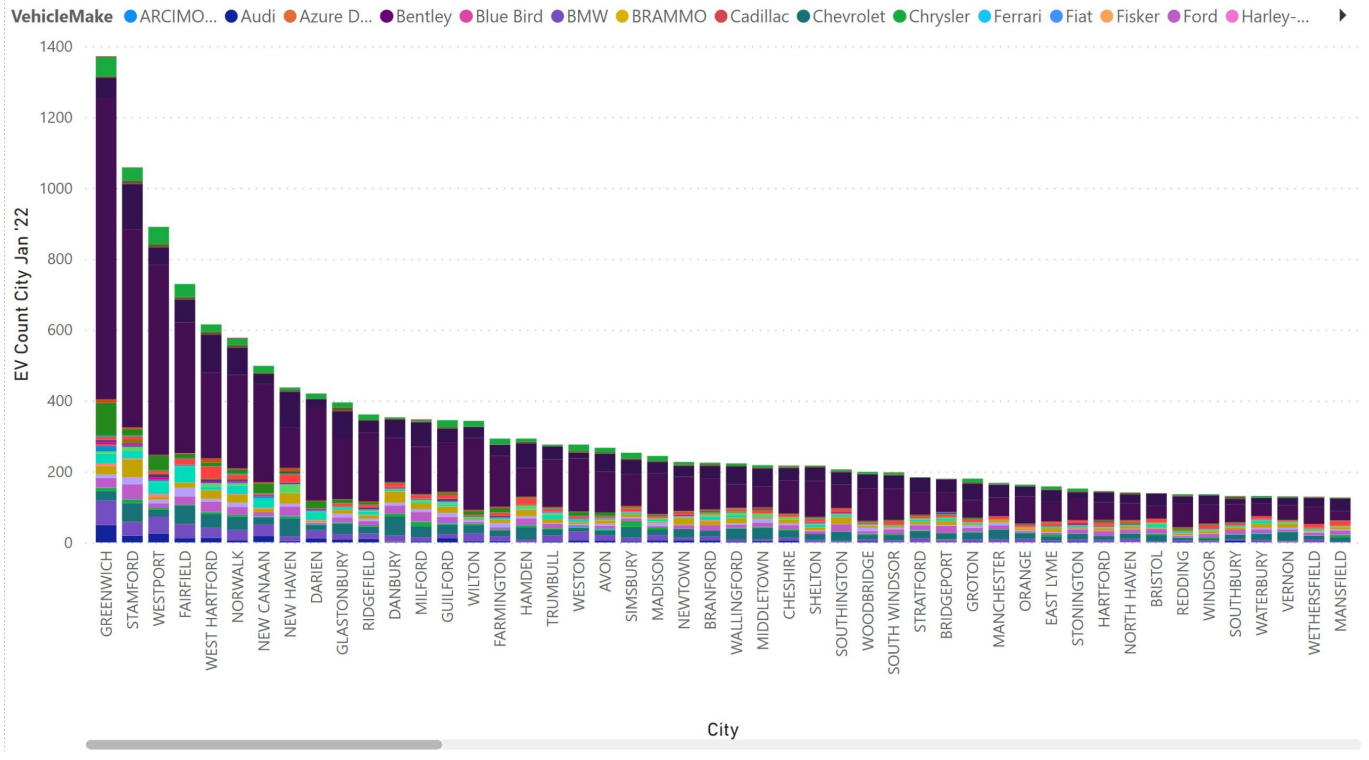
DMV separates the geo from the vehicle data. Their reason is the 14-10 privacy regulations. I think it is a stretch that PII could be deduced from city level data, but the limitation exists, nonetheless. In this chart, I attempt to knit the files together and come up with estimates of EVs by make within city. I need to use the map format to fit every city on a web page. The bar chart displays the cities with the higher EV counts, along with my disclaimer.

Count by Make Within City Estimate



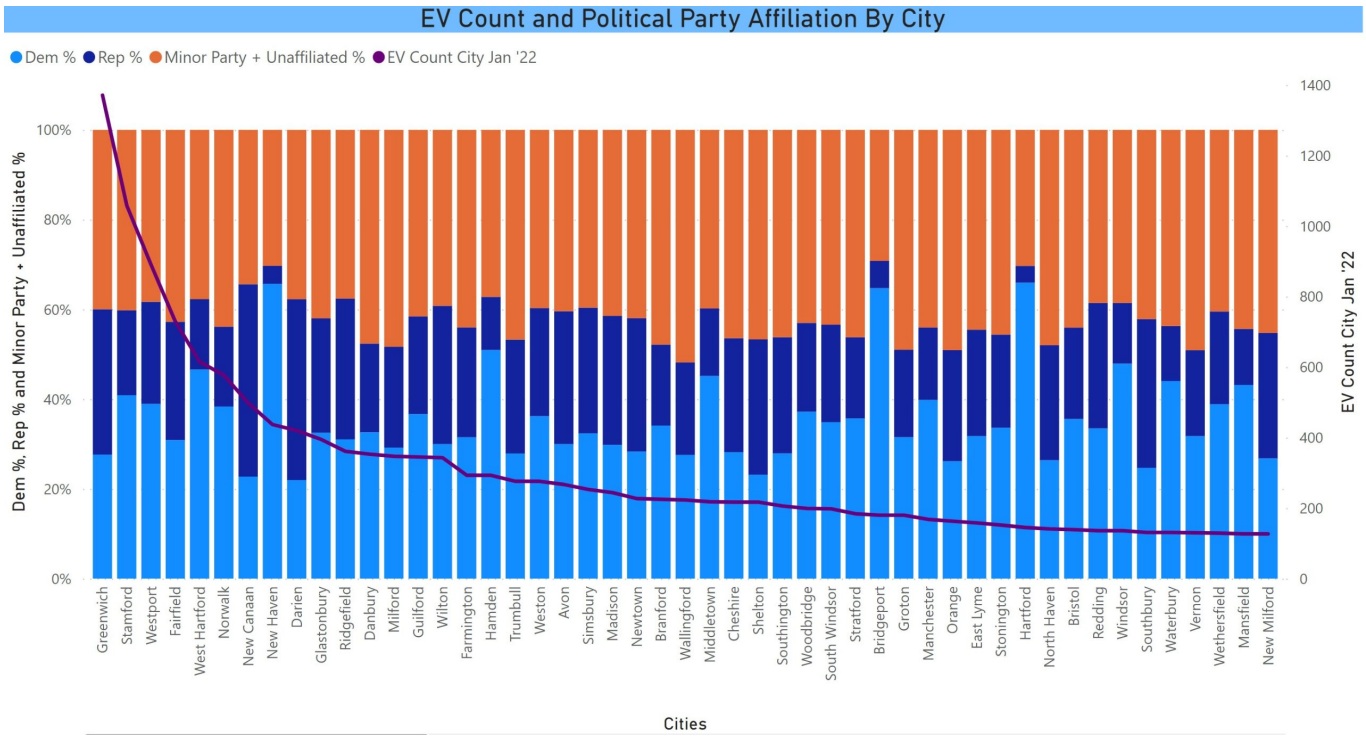
Note: This does not come directly from the DMV. It is derived from DMV data using the BCSM process (Barry's Custom Sausage-Maker).

Count By Make Within City Jan '22 by City



Political Affiliation

This line on this chart is an overlay of EV count by city and the bars are the political affiliations of the voters within each city on a percentage basis (hence, the bars are the same size). There are percentages for Democrats (light blue), Republicans (dark blue), and minor party plus unaffiliated (orange). The minor party plus unaffiliated is mostly the latter. From the looks of this, there does not seem to be a strong correlation of EV ownership with political party, a good thing in our view. This is excerpted due to space limitations.

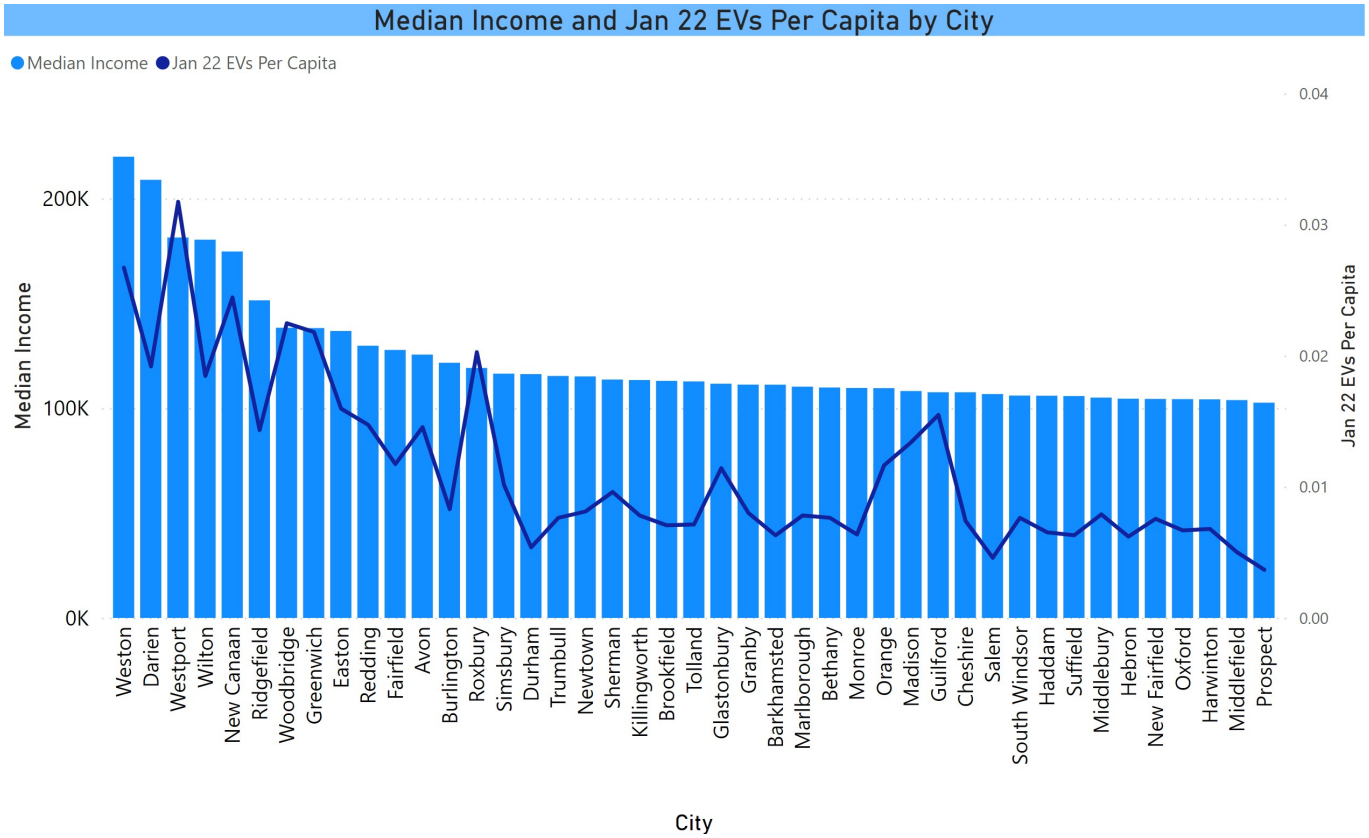


EV Count and Median Income

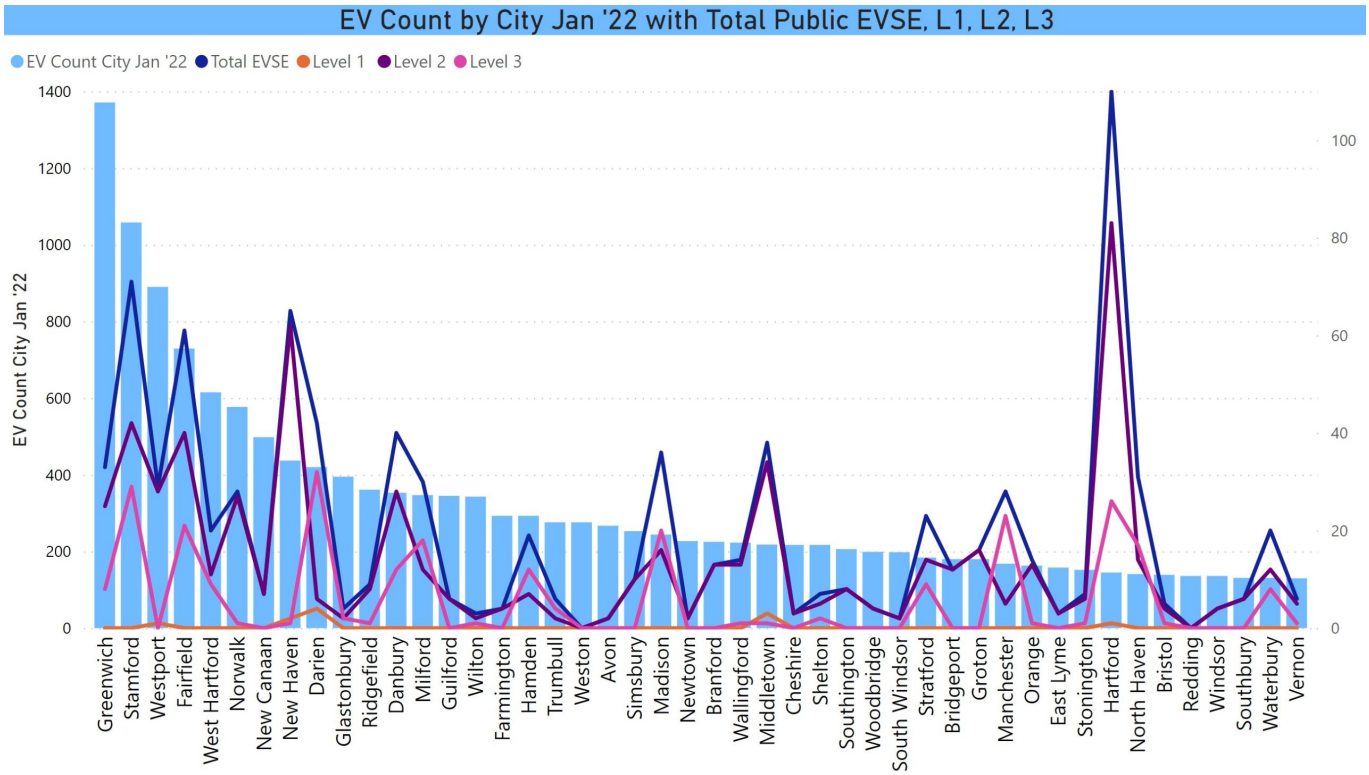
This shows a much stronger correlation with income. The bars are cities sorted by median income and the line is EVs per capita (to normalize for population variation). This is also an excerpt due to space limitations. The full chart is on the

dashboard.

The upper income skew is a challenge that needs to be addressed by manufacturers, EV advocates and policy makers. We want to see affordable EVs for all. Manufacturers need to serve this segment as well as the affluent. Policy makers can help with incentives and, importantly, taking steps to improve access to charging.



Finally, this is the correlation between EV count by city and public chargers. The line chart displays L1, L2, L3, and the sum of all of them. Again, this is only an excerpt due to space limitations. There is a slider in the dashboard enabling one to display all cities. There is a correlation between EV count and lower numbers of public chargers. To some degree, it is masked in the larger cities where there might be clusters of chargers, L3 in particular, at service areas.



Profile of Electric Vehicles in CT

Barry Kresch

Interactive EV Dashboard – EV Adoption in Connecticut

Note: These data are obtained via a **Freedom of Information Act** Request from the Department of Motor Vehicles. The data are registrations, not sales, and represent all light-duty electric vehicles registered in the state through the end of last year. The definition of “electric vehicle” or “EV” follows what is used in the MultiState Zero Emission Action Plan Memorandum of Understanding (MOU). This MOU has sets

forth the EV adoption goals the state has set for itself, which are 150,000 registered EVs by 2025 and 500,000 by 2030. The definition of EV in the MOU includes Battery Electric Vehicles (BEV), Plug-in Hybrid Electric Vehicles (PHEV), Fuel Cell Electric Vehicles (FCEV), and Battery Electric Motorcycles (BEMC). These different "fuel types" are captured as a variable, enabling the report to be filtered, so for example, we can choose to only look at BEVs.

Why do this?

I don't do this just to make pretty charts. In my past life in media, we used to have a saying: "If you can't measure it, you can't sell it." The same holds true for public policy. The ZEV MOU already suffers from the fact that it is a resolution and has no teeth. The real work is all of the under-the-hood advocacy and policies that will get us to where we need to be. Those of us who work on behalf of the EV Club or in other organizations such as the Sierra Club, Save the Sound, or the League of Conservation Voters, know all too well that the devil is in the details. I put this out there for the purposes of policy planning, citizen advocacy, holding the state accountable regarding its progress toward achieving its ZEV Plan goals, and under the principle that transparency is best.

There are 21,382 EVs registered in CT as of Jan 1, representing 14.3% of the 2025 goal and 4.3% of the 2030 goal. It is obvious that we have a long way to go.

The DMV publishes top line data, but the details add texture and insight. Knowing where there are clusters (or deserts) of EVs can help with planning for charging expansion. We track the details of which fuel types are registered and which models are succeeding with consumers. The extreme example: there are only 3 fuel cell vehicles registered in the state. Is it a wise use of resources to promote this technology, which the state extensively does, and which inevitably comes at the expense of supporting electric vehicles and mass

transit?

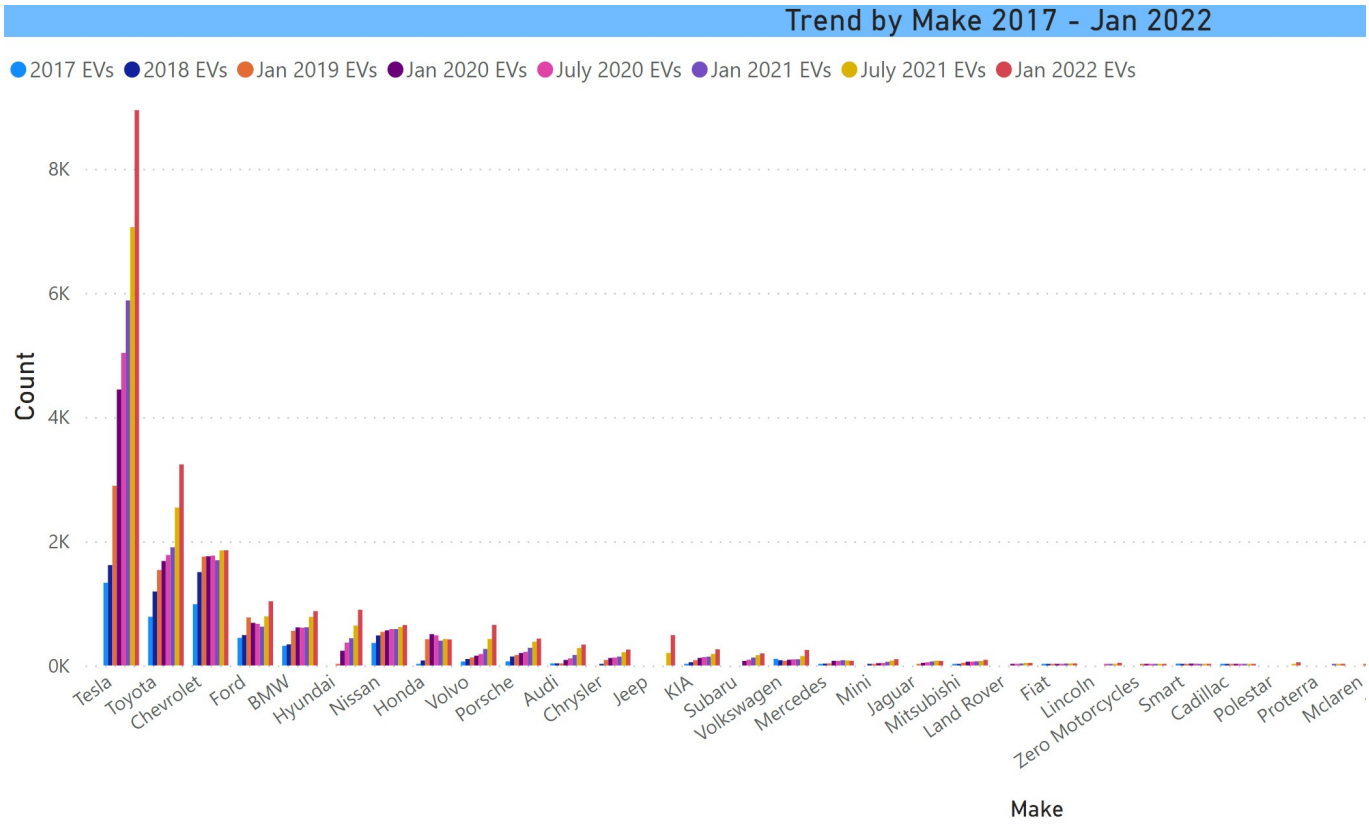
A new dataset is obtained every 6 months, based on current statutory reporting requirements. Changes in policy can be correlated with the differences we see over time in the trended data.

Finally, many people don't know that it is possible to get these data using public records requests and that it breaks no laws. In this and a subsequent post, I summarize many, though not all, of the charts in the dashboard.

About the Charts

I have not displayed the values in some of the charts below due to lack of space. If you are interested in seeing all of the data that I have charted, it is in a BI dashboard and posted to the website here. The values are displayed either by default or by hovering over a chart element. There are slicers (checkboxes) on most of the pages that can be used to filter the data. To check multiple boxes, depress the command key on a Mac or the control key on a PC. There are 29 pages (subject to change). Pagination is below the fold. Scroll down and click on it, and it will display the other pages and page titles.

Some of the most widely anticipated new EVs have not yet appeared in the state. These include the Rivian R1T and R1S, Lucid Air, Electric Hummer, Ford F150 Lightning, and Mercedes EQS. The chart at the top of the page shows the number of vehicles by make as of January 1, 2022. Below is the trend by make for the largest EV makes since 2017. As you can see, there are a small number of makes that account for most of the EVs, followed by a long tail.



The chart below is the trend by model, again, for reasons of space, an excerpt of the most widely registered models. There is some zooming in of this detail in the charts by individual makes further along in the blog post

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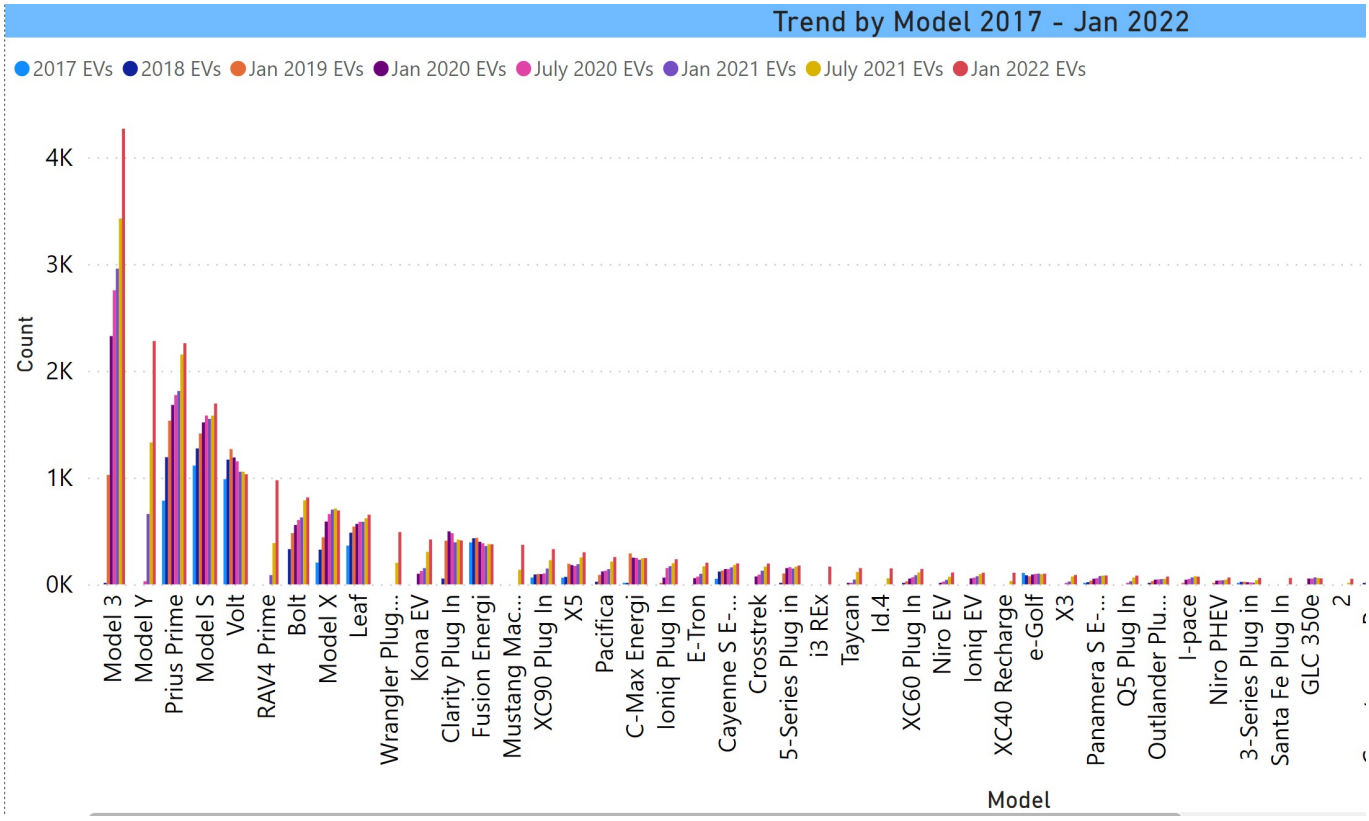
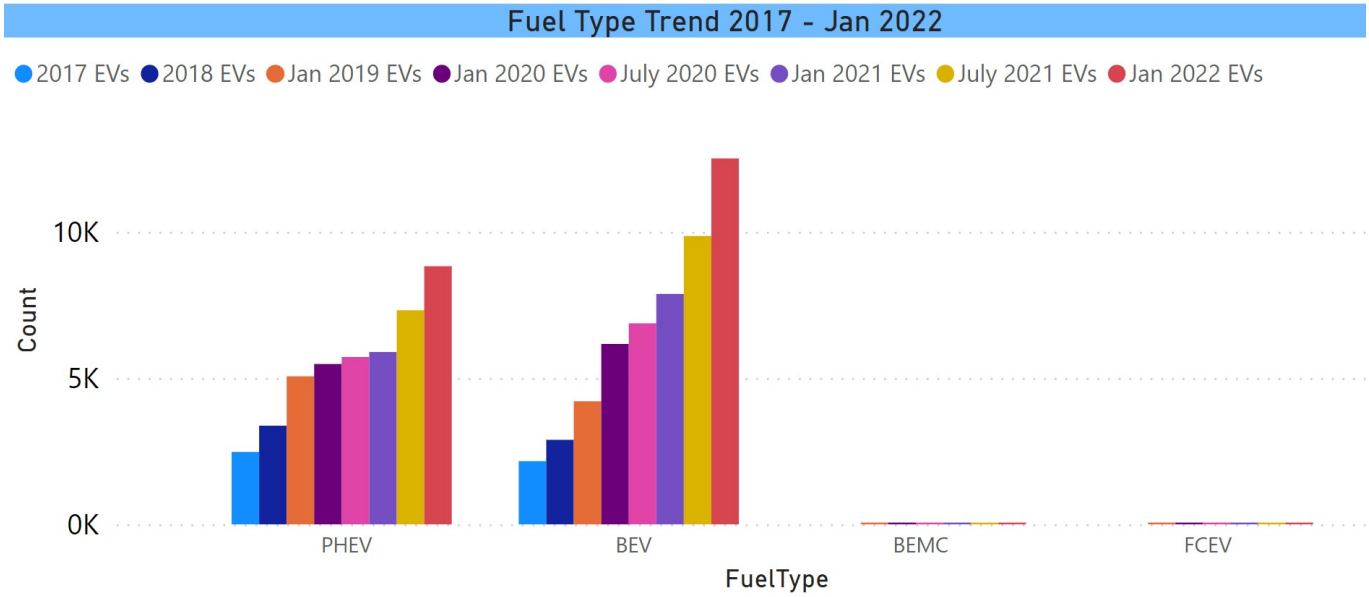
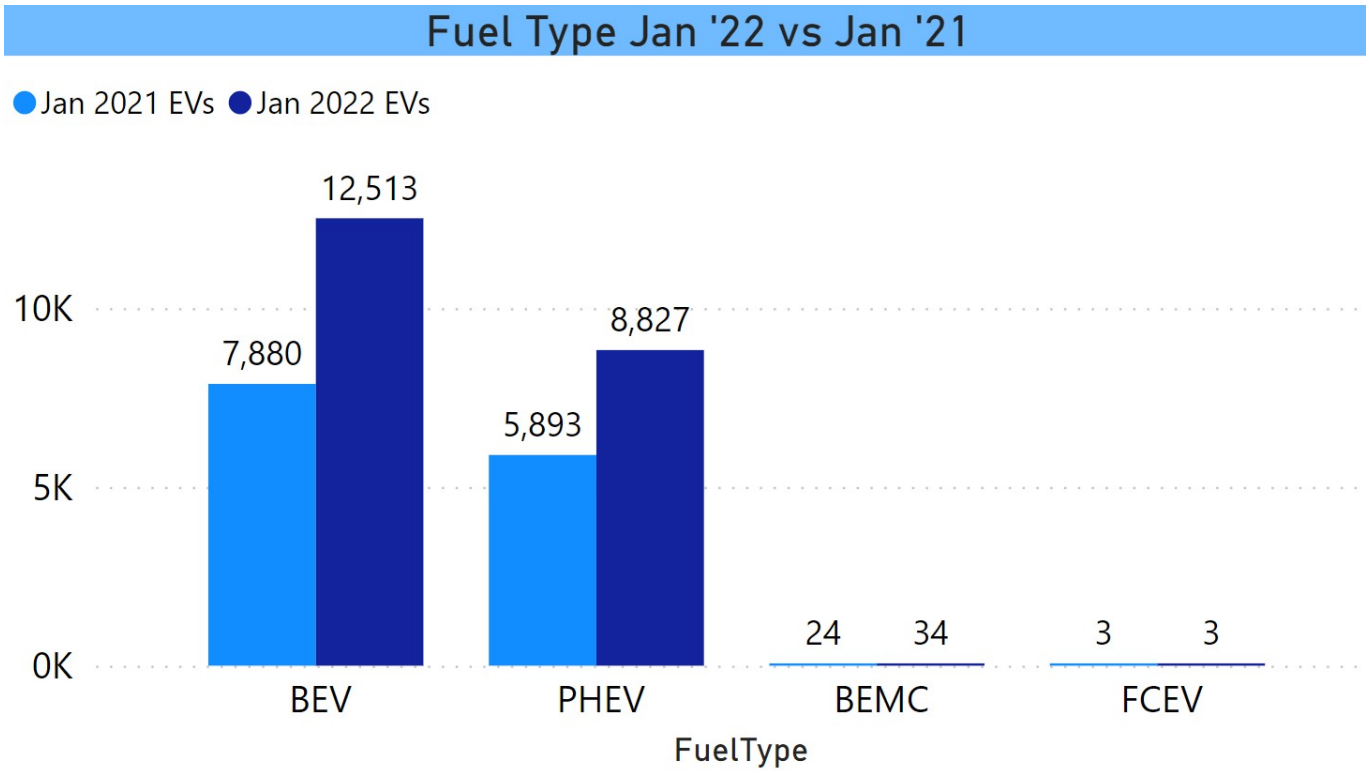


Fuel Type

Battery Electric Vehicles account for 59% of EVs and growing faster than PHEVs. This is largely due to the Tesla Models 3 and Y. BEVs are up 59% from one year ago, while PHEVs are up 50%. There are currently 12,513 BEVs, compared with 8,827 PHEVs.





Tesla still has a commanding lead among EV makes

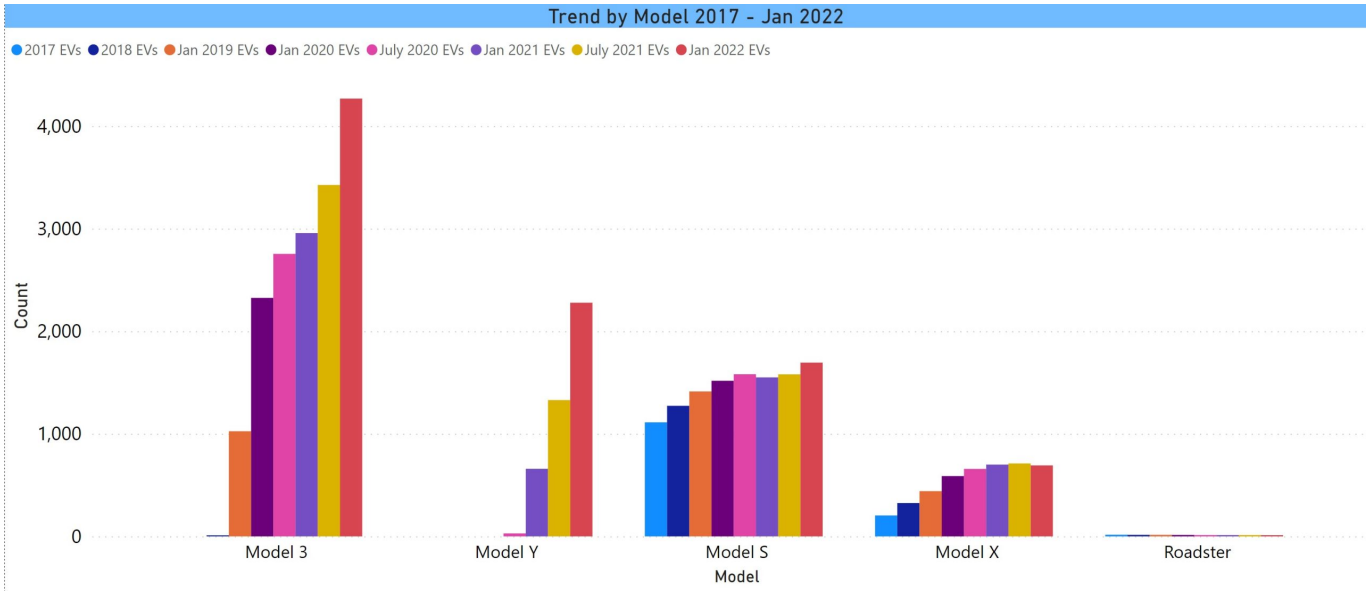
With 8944 registrations, Tesla is still way out in front of all other manufacturers. It is almost 3 times that of the number 2 make, Toyota, which has 3238, followed by Chevy with 1855. If the data are filtered for BEVs, the number 2 make is Chevy with 824.

Tesla accounts for 42% of all registered EVs and 71% of all battery electric vehicles (BEV). Despite numerous announcements from other manufacturers, this number has been holding steady with each successive wave of data.

Tesla – 8944 Registrations

There were more Model 3's entering the file than the Y even though the reporting is that the Y is Tesla's top-seller. This pattern is likely due to supply constraints. We know that customers are waiting a long time for their Model Y. The new plant in Austin, TX is expected to go online soon which will help alleviate the supply crunch. In the chart below, which is

the trend in net registrations, the Y is growing faster than the 3, which speaks to the 3 having higher turnover, not unexpected for a vehicle that has now been around long enough for lease expirations or turnover for other reasons.

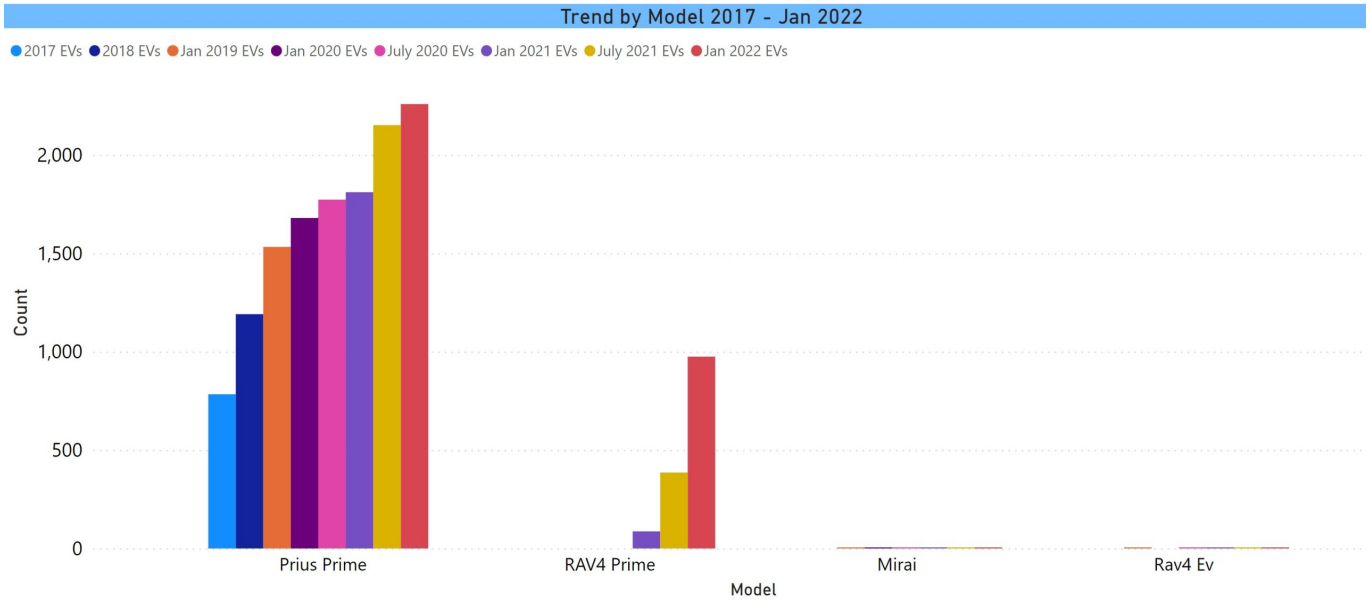


Toyota – 3238 Registrations

The Prius Prime and RAV4 Prime models, which account for almost all of the Toyota registrations, are plug-in hybrids. The RAV EV is a battery electric vehicle that was built in small numbers as a compliance car. The Mirai is a fuel-cell vehicle. There are 3 of them in the state and none currently for sale in CT as far as we know. Toyota did a refresh of the Mirai that became available in November 2021. They have been the manufacturer pushing hardest for fuel cell. Toyota is introducing its first battery electric vehicle, the bZ4X, an electric SUV (or EUV) later this year, according to its website.

It looks like Toyota has a hit on its hands with its RAV4 Prime. It came out of the gate strongly, but its success seems to be coming at the expense of the Prius Prime, where growth has greatly slowed. Note: The version of the Prius that pre-dated the Prime, simply known as the Plug-in Prius (one of

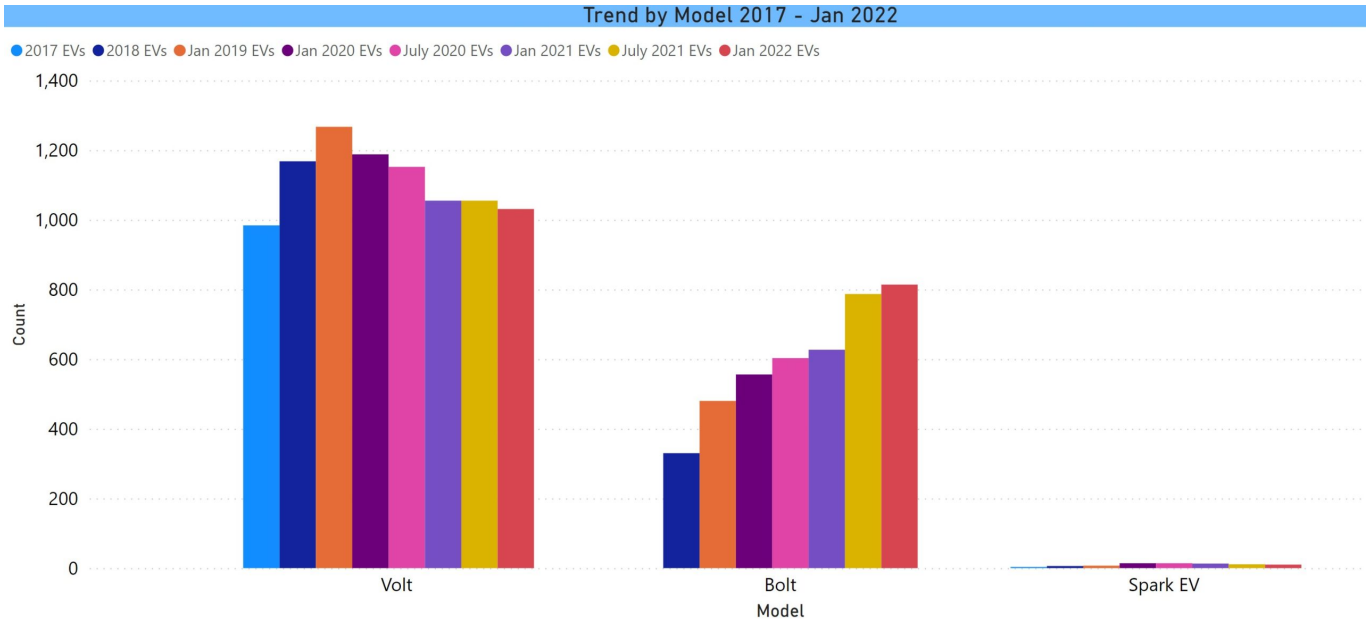
those, “Why did they bother building this?” head-scratchers with a pitifully short electric range of only 11 miles), is folded into the Prius Prime numbers. (There are 1838 Primes and 421 of the older model.)



Chevrolet – 1855 Registrations

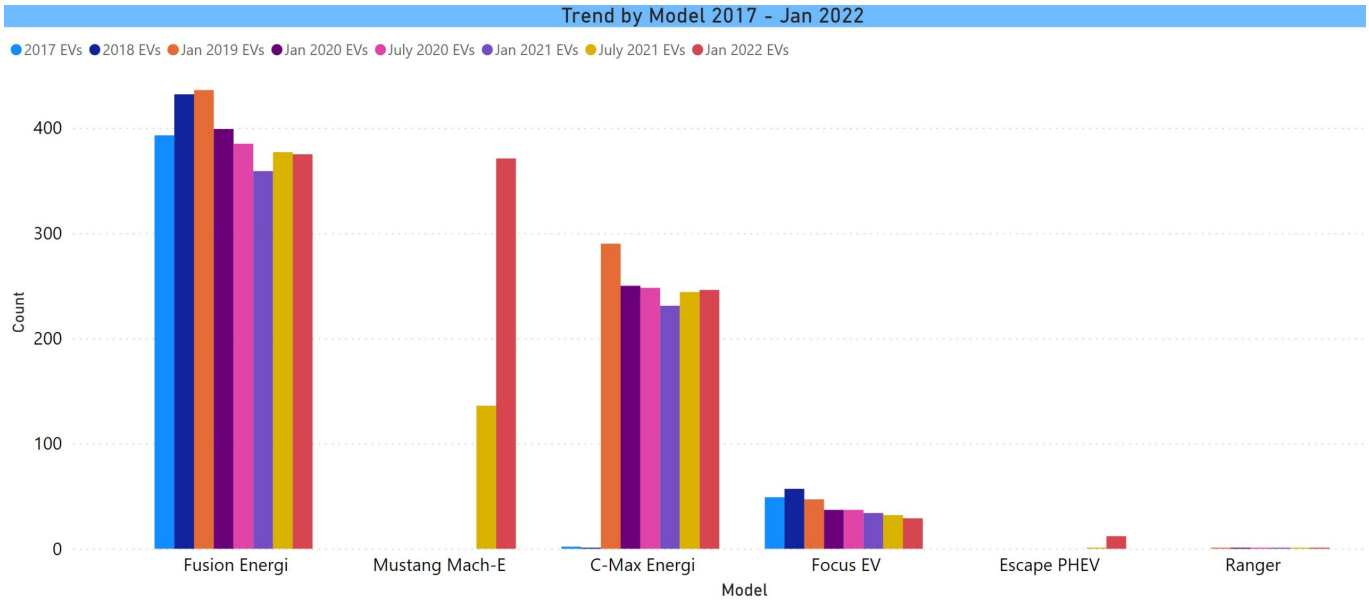
Chevy was at one time the leader in number of EVs registered, mainly driven by the now defunct Volt PHEV. Of course, Chevy is the tragic story of last year with the extensive recall of the Bolt due to a small, but unpredictable, incidence of battery fires. After the Bolt’s refresh with a lower price point, sales picked up, but the recall slammed on the parking brake. The Bolt has yet to overtake the declining Volt.

Chevy has made a number of high-profile announcements, including an electric Silverado pickup and an electric Equinox, both anticipated as 2024 model year vehicles.



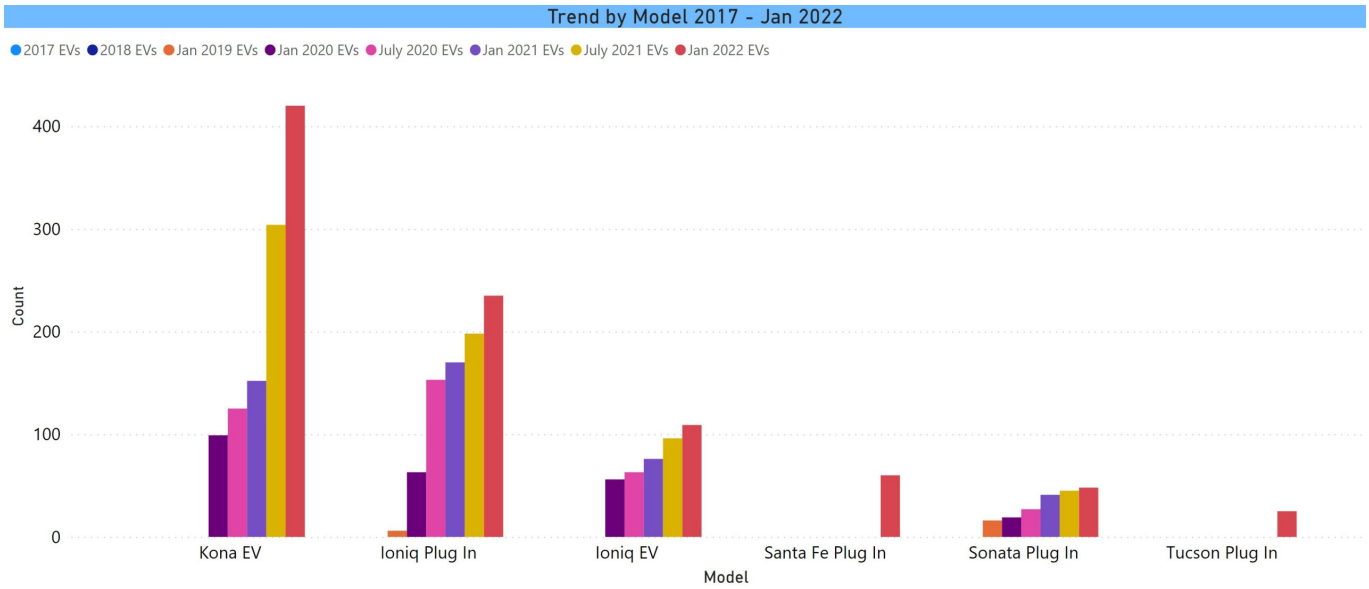
Ford – 1034 Registrations

The big news from Ford was the introduction of the BEV Mustang Mach-E and the F150 Lightning. There was a limited production run of the Mustang this year, but enough to make a noticeable difference. There is a much smaller bump for the Escape PHEV. Deliveries of the F150 Lightning will begin later this year. Ford reports a strong order book and this will be the first EV pickup for sale, reaching the market faster than the Chevy Silverado and Tesla Cybertruck.



Hyundai – 897 Registrations

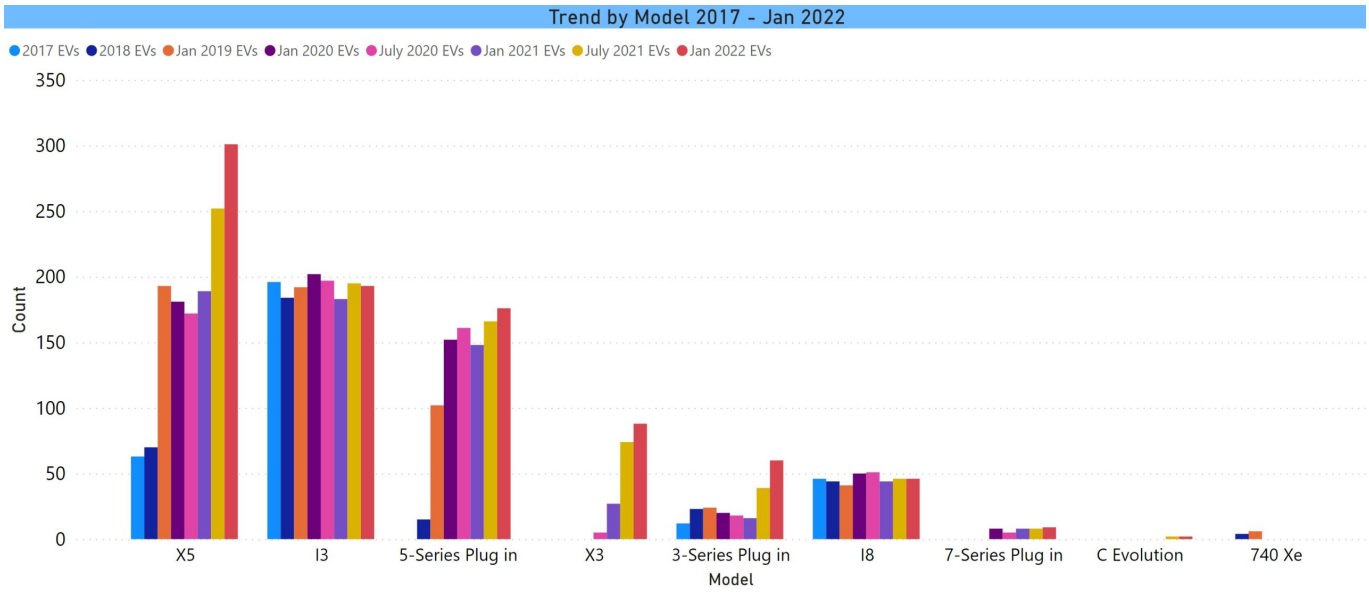
There was some progress with the Kona BEV. The big introduction of the year was the Ioniq 5. The file from the DMV includes the “Ioniq EV” with no “5” designation, so we may not yet be seeing it.



BMW – 875 Registrations

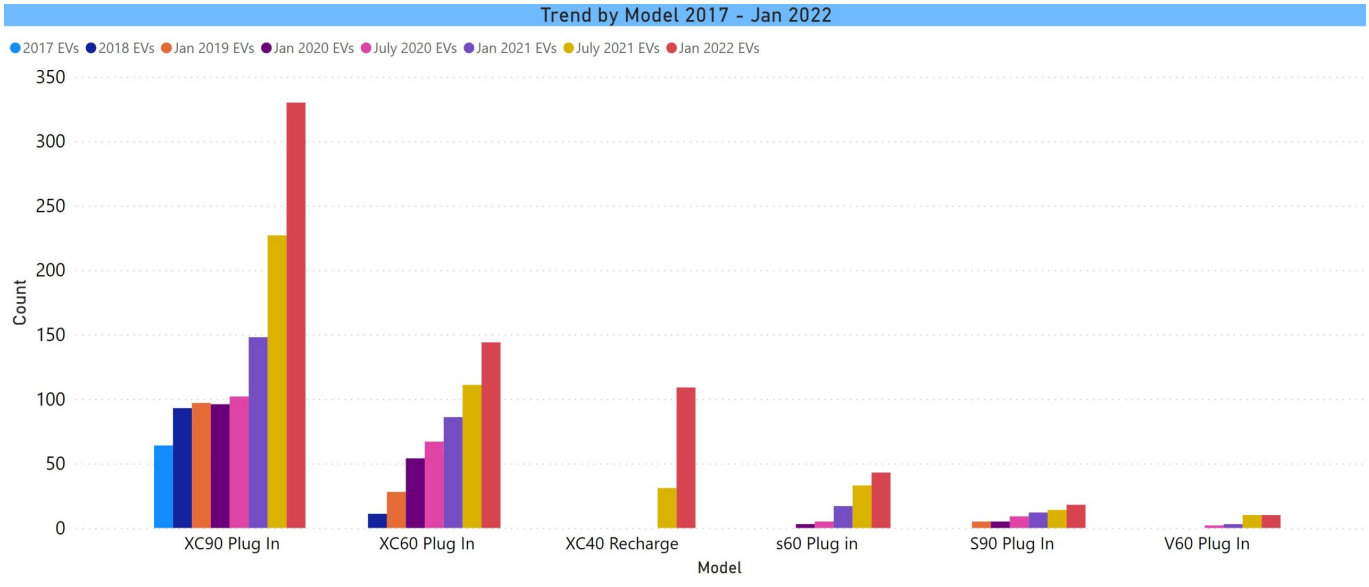
BMW was a relatively early EV player, with the BEV i3 and high-end, sporty PHEV i8 models. It has a relatively large number of models, mostly PHEV, mostly uninspiring performers. Recently, they have gotten some traction with the X5 PHEV. The imminent launches of the iX and i4 may build on this.

Note: for these charts, I combined the i3 and i3 REx. DMV classifies the i3 as a BEV and the REx as a PHEV, even though the range extender is an under-powered engine that enables you to get to a place to plug in, a preferable option to being dead-sticked, but not intended to function like a regular car as with other PHEVs. Most of the i3s are of the REx variety.



Volvo – 654 Registrations

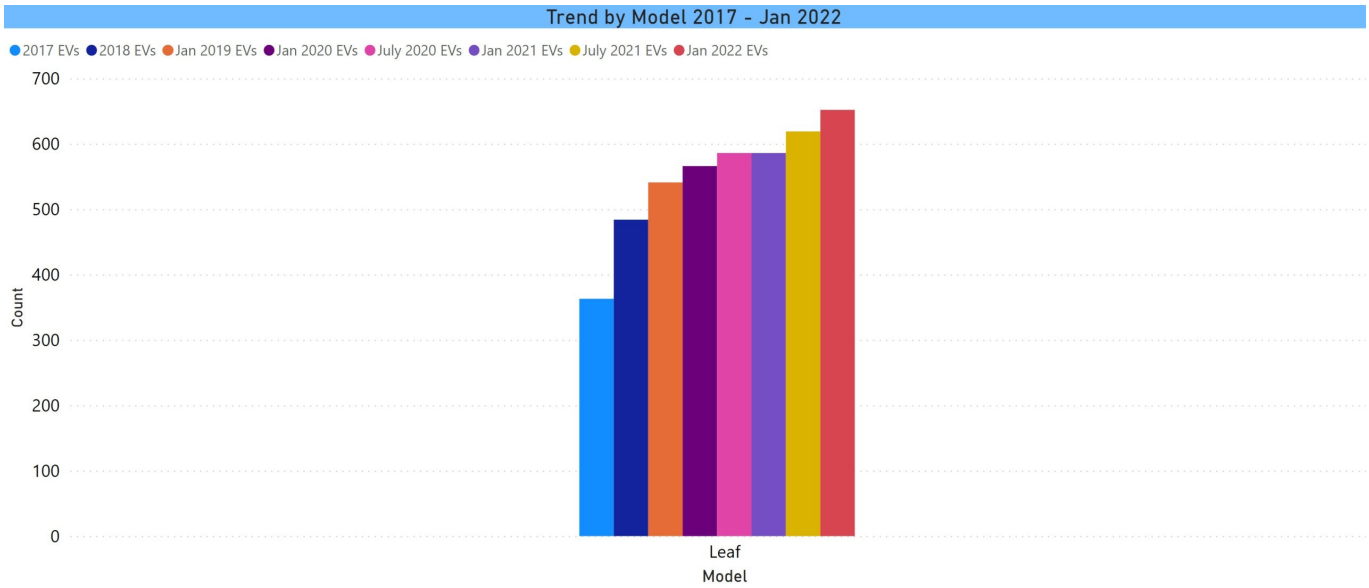
Volvo had exclusively been selling PHEVs with modest success with its XC90. More recently it introduced the BEV XC40 Recharge.



Nissan – 652 Registrations

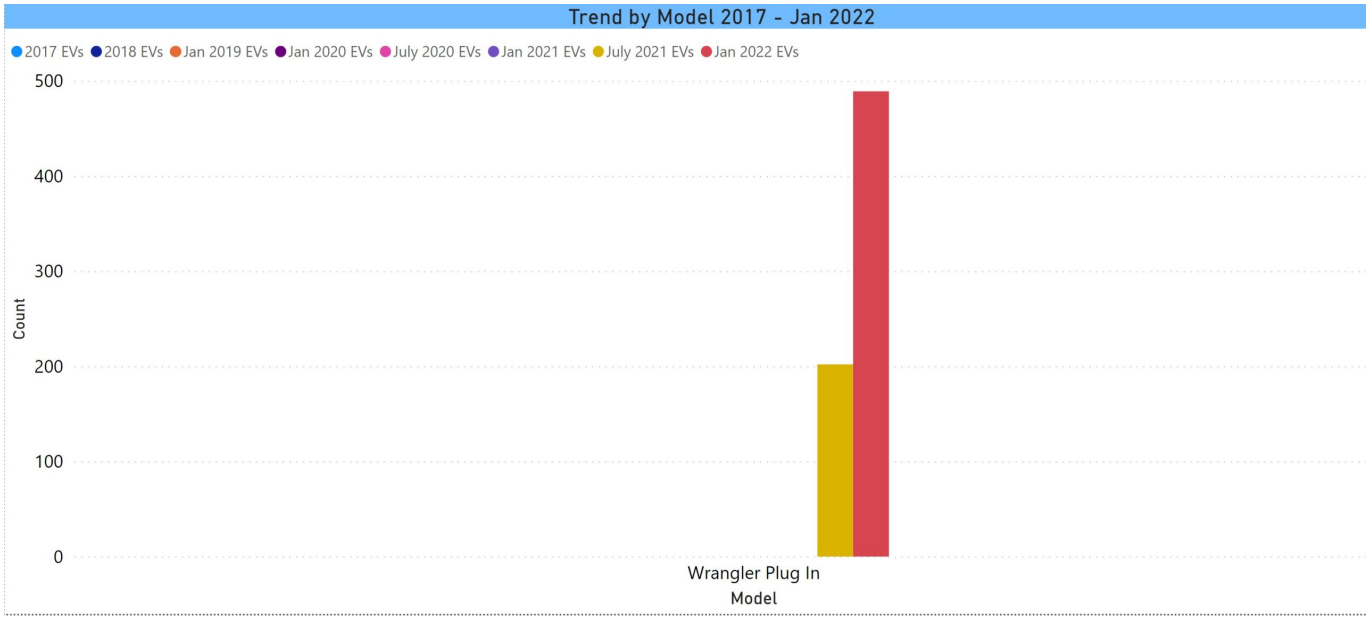
Nissan sold the first mass market EV to go on sale in this country, the BEV Leaf. It is still with us, though never a particularly strong seller. Nissan has announced an electric

SUV called the Ariya, scheduled to be on sale by the fall of this year as a 2023 model.



Jeep – 489 Registrations

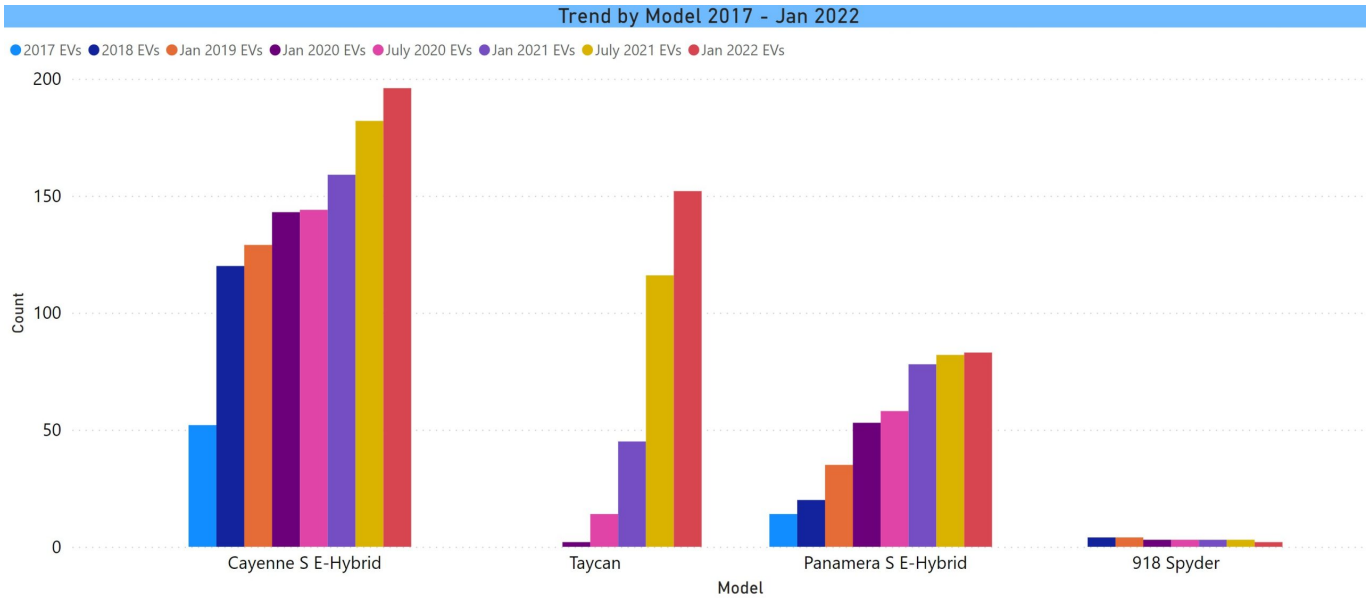
The first plug-in from Jeep became available in the state this year, a PHEV Wrangler, and it has gotten off to a decent start.



A few more charts:

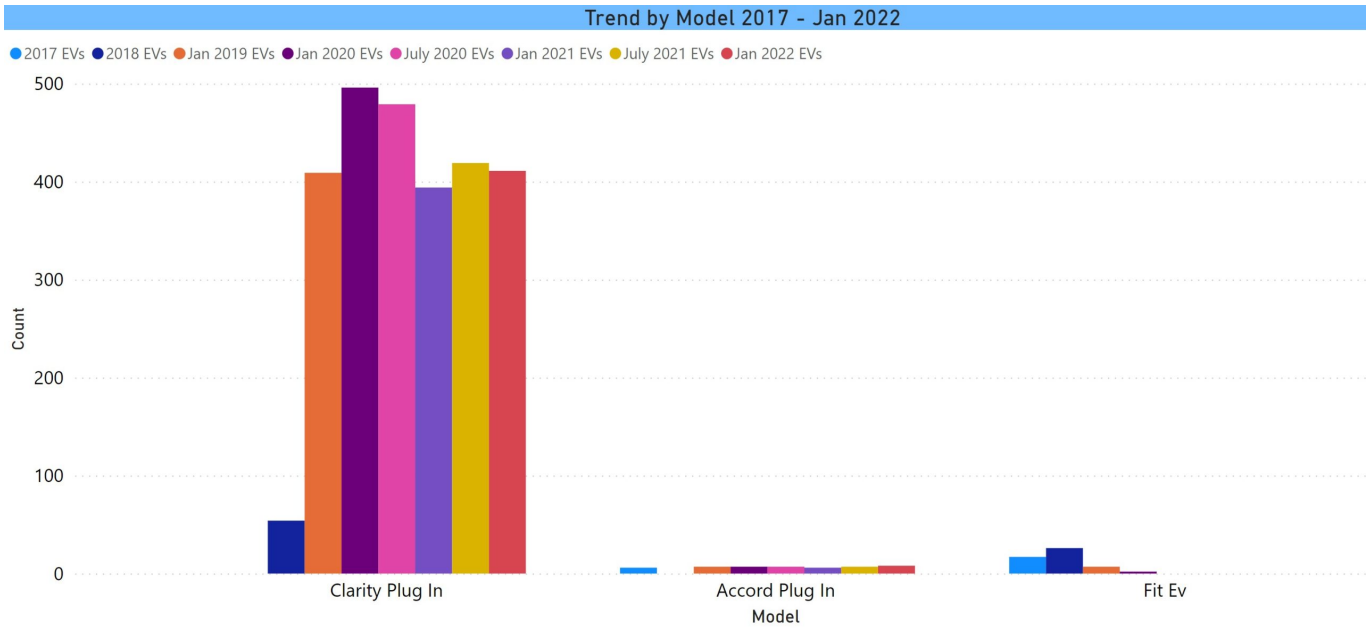
Porsche – 433 registrations

Its most recent model, the expensive BEV Taycan has had a faster growth curve than earlier PHEV entries.

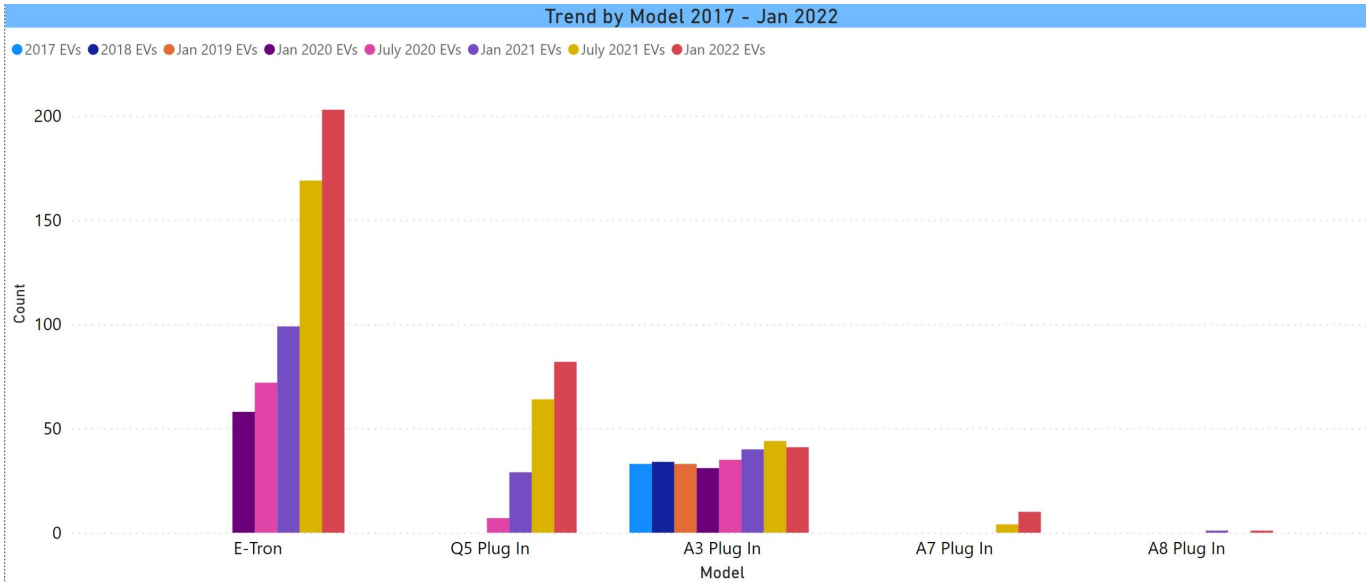


Honda – 419 registrations

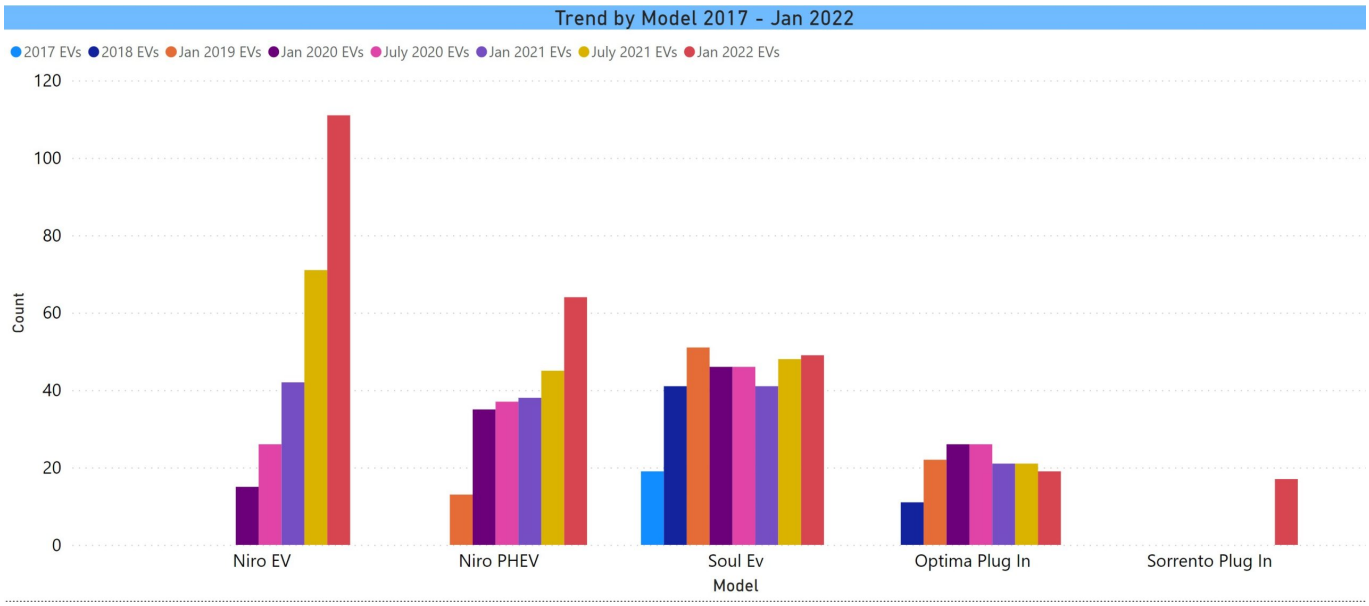
Despite its having gotten off to a strong start, Honda stopped supporting the PHEV Clarity in this state a couple of years ago. It has now been discontinued. Honda also made a short-range BEV Clarity that was never sold in CT. The registration count for this model will gradually erode. Honda has announced a BEV SUV called the Prologue, schedule for a late 2023 introduction as a 2024 model.



Audi – 337 registrations

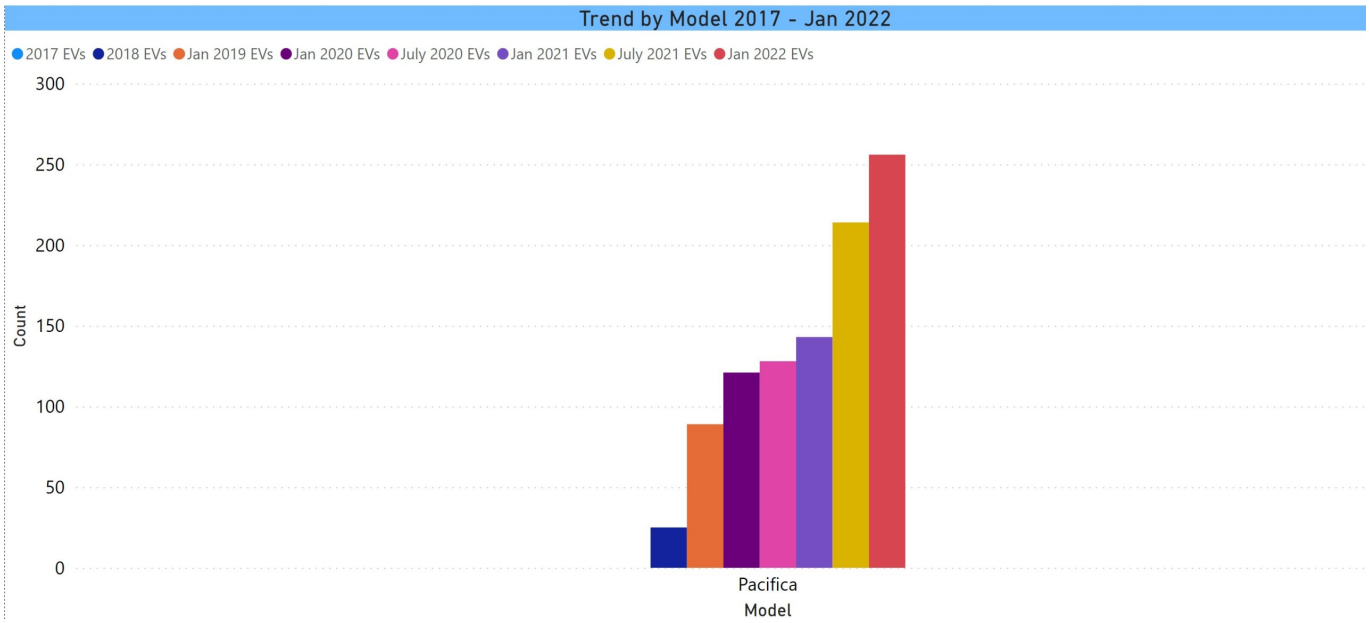


Kia – 260 Registrations



Chrysler – 256 Registrations

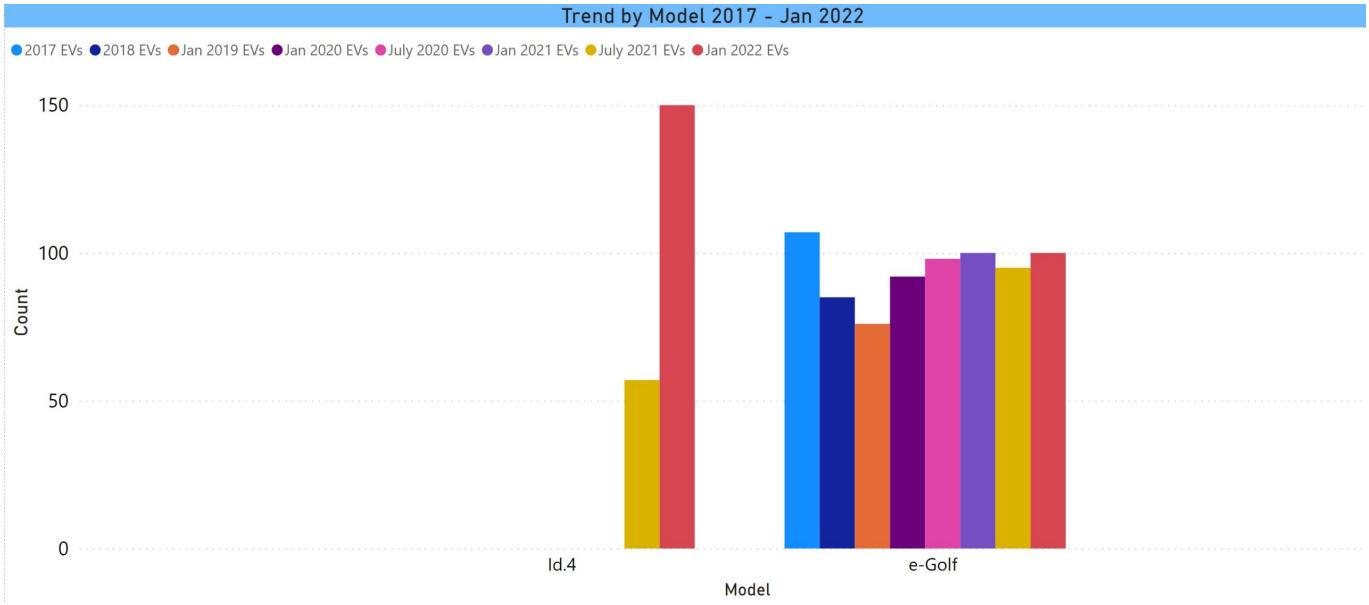
Chrysler introduced the Pacifica, the first PHEV Minivan, but never sold very many. They arguably still have the category to themselves.



Volkswagen – 250 Registrations

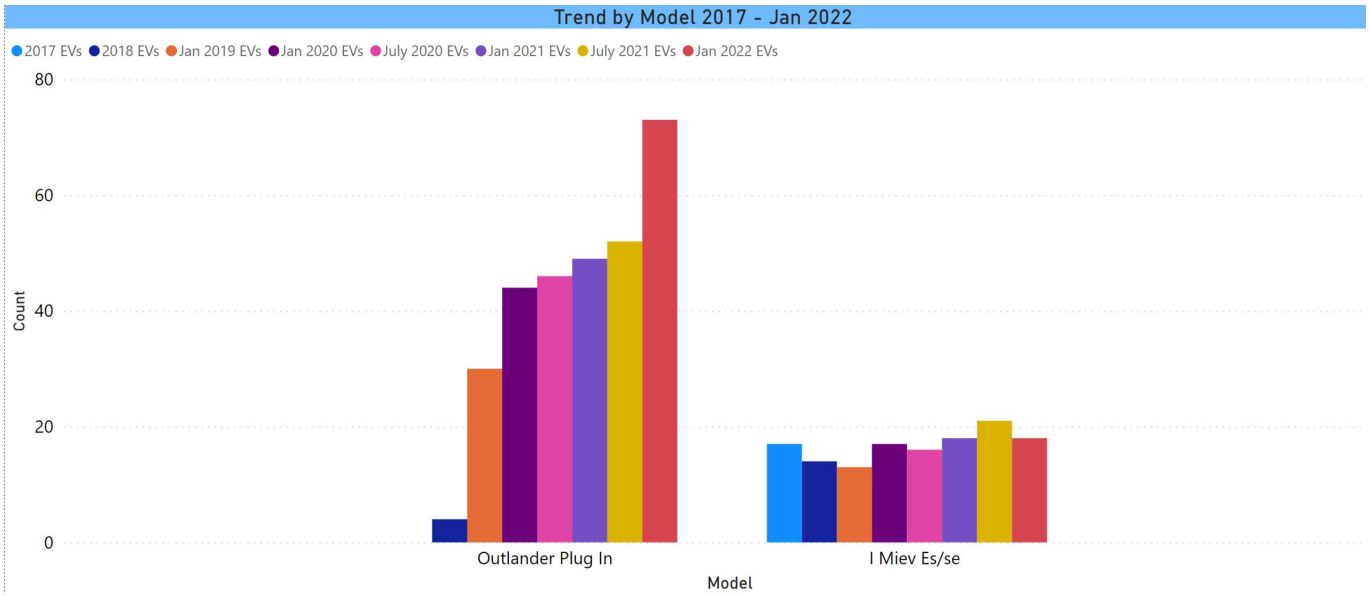
VW has moved on from the BEV e-Golf to its new platform and

its introductory vehicle, the BEV ID.4 (there is a smaller ID.3 that has been a success in Europe). The ID.4 looks to be an improvement over past sales performance, but this was a supply constrained vehicle in 2021.



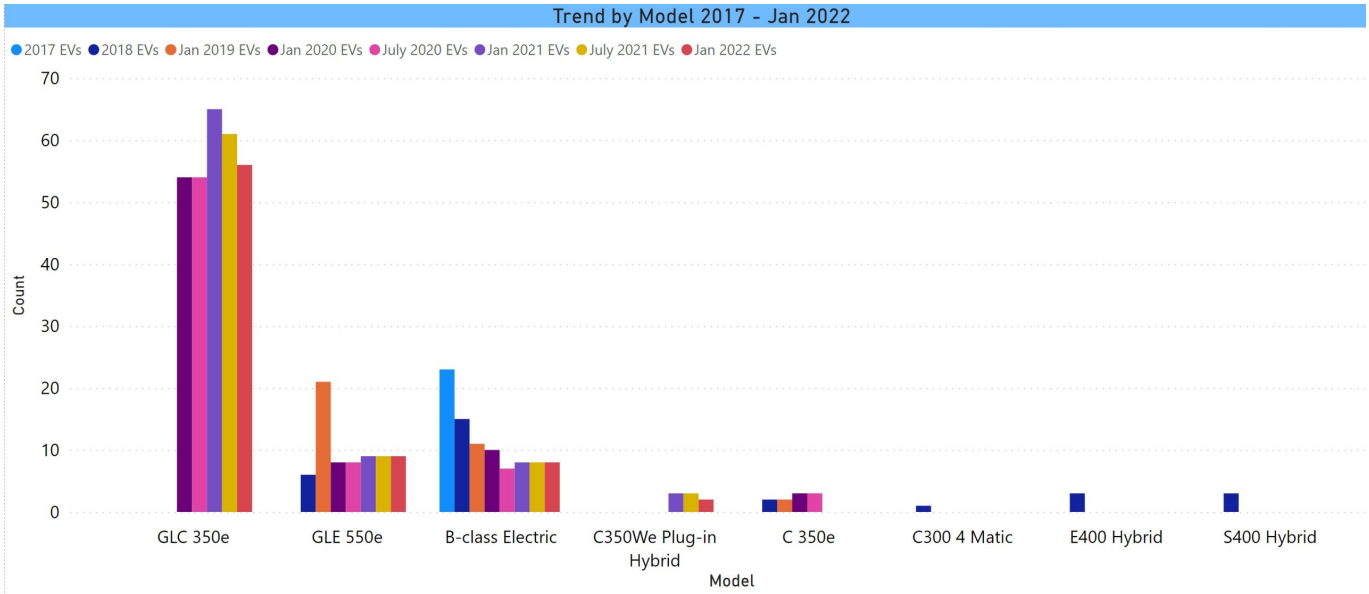
Mitsubishi – 91 Registrations

Mitsubishi is another manufacturer that was one of the earlier movers in terms of introducing EVs. There is the micro-compact BEV iMieve and the PHEV Outlander. The former never seemed like a serious entry. The latter was the first plug-in SUV available in the country but has never done more than minimal volume.



Mercedes-Benz – 75 Registrations

Mercedes is an example of a major manufacturer that prides itself on cutting-edge technology that has thus far failed to have even a minimal impact with electric vehicles. The company now has a new EVA2 platform and EQ branded vehicles with the EQS sedan to be available this year.

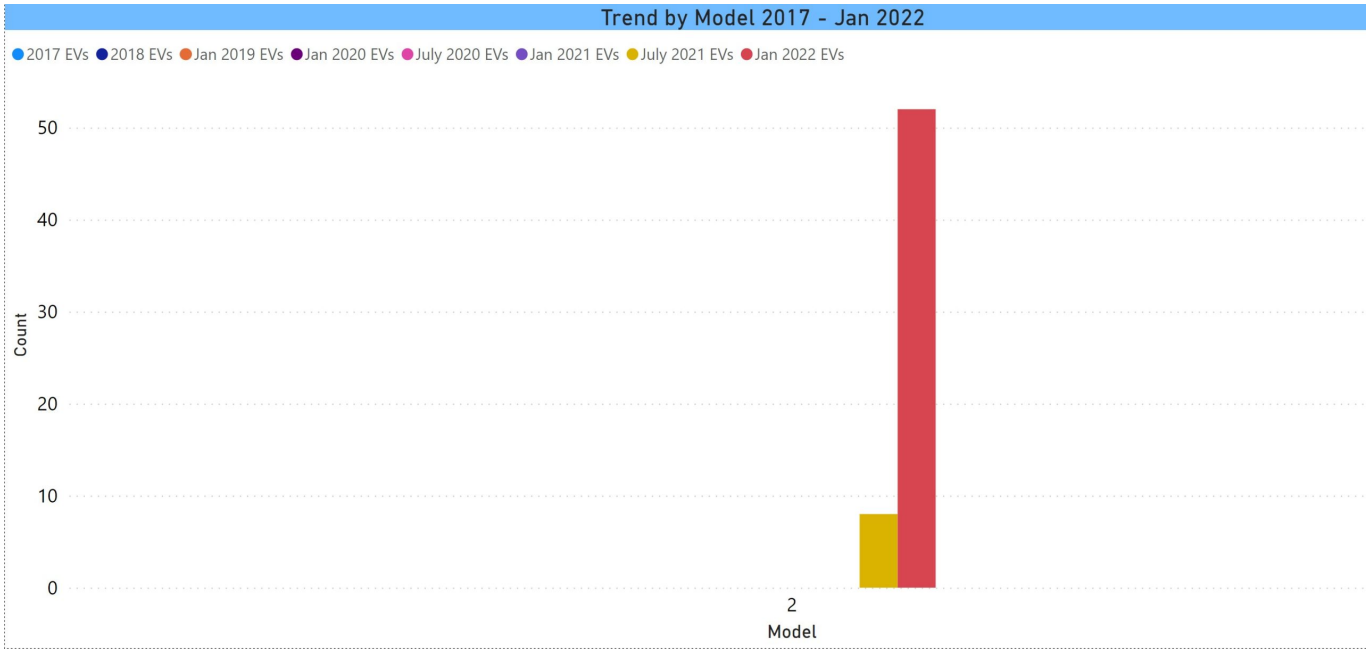


Polestar – 52 Registrations

Polestar manufactures 2 EVs, the Polestar 2, a BEV and the

Polestar 1, a high-performance, expensive plug-in hybrid. The chart below may not appear to have a vehicle label, but if you look closely, you will see a “2” at the bottom. Only the Polestar 2 has any ownership in CT.

Polestar, owned by Geely, which also owns Volvo, initially opened only 3 dealerships, 2 in CA and one in NYC. It was their way of avoiding this state’s retrograde laws against direct sales. One of our Polestar-owning members advises that the car is appearing in at least some local Volvo dealerships. Volvo dealerships can be certified to repair them, as well.



These charts are not an exhaustive review of every make. There is quite a large long tail with 22 makes having fewer than 100 registered EVs.

Electric vehicles may have finally reached a tipping point in consumer interest. 7 of the 9 auto ads in the Super Bowl featured EVs. Gas prices are high, which in years past caused hybrid sales to spike. The main headwind seems to be the chip shortage. Bloomberg just released a report that in Europe, overall car sales in January declined year over year for the 7th straight month due to this reason.

Where Should You Buy an EV

The top photo, is a panoramic shot taken by Dawn Henry at our Green Wheels EV Parade and Showcase, showing some of the breadth of EVs on the market, though not all of them are rebate eligible.

CHEAPR Rebates by Dealership Updated

by Barry Kresch

At the EV Club, it is not uncommon for us to have consumers tell us about their dealership experiences as they buy an electric car. These are highly variable. Some dealerships make an effort to sell EVs. Others try to convince customers to buy an ICE vehicle instead. Some have vehicles that are charged and ready for test drives, others not so much. Oftentimes, the customer knows more about the vehicle than the salesperson.

Some dealers make the CHEAPR rebate the seamless experience it is intended to be. Others try and push it onto the consumer to varying degrees. (Just for the record, for a new vehicle CHEAPR incentive, the dealer is supposed to submit the paperwork and the rebate should appear as a credit on the invoice. This “cash on the hood” aspect is the best thing about the program design.)

The approach here is to use the number of rebates awarded as a proxy for EV-friendliness. It does have some limitations in that not every dealer sells CHEAPR eligible vehicles, which are BEVs and PHEVs that have an MSRP of no more than $42,000. Some of the newer EVs that are showing early signs of success are either completely or mostly above the MSRP cap. Examples

are the Ford Mustang Mach-E, Jeep Wrangler PHEV, and Volkswagen ID.4.

Freedom of Information Act request

The data below were obtained via a Freedom of Information Act request to the Department of Energy and Environmental Protection and are from 2021 only, intending to reflect the current state of the market. There were Tesla rebates in 2021, but these are not included in the tables because Tesla sells corporately, and it is safe to say it does want to sell EVs. If a dealership does not appear in any of the tables, it is because there were no rebates associated with it. Some dealerships sell more than one make. We had granular data as to which vehicle model received the rebate, so they a dealership may be assigned to multiple brands accordingly.

There is often a very large gap between the dealers with the strongest performance and most of the rest, as you will readily see.

Toyota

Toyota has been the recent king of CHEAPR rebates with two popular PHEVs that are eligible (RAV4 Prime and Prius Prime). A1 Toyota has been a consistently strong performer. At the other end of the spectrum, New Country Toyota, located in the city (Westport) with the highest per capita EV ownership in the state, awarded a paltry 5 incentives.

Toyota	Count
A1 Toyota	101
Lynch Toyota	83
MIDDLETOWN TOYOTA	62
Westbrook Toyota	47
Hoffman Toyota	46
Toyota of Stamford	43
Toyota of Wallingford	42
Torrington Toyota	38
Colonial Motors Inc	24
Stephen Toyota	22
Toyota of Greenwich	22
GREENTREE TOYOTA	21
Gale Toyota	20
Toyota of Colchester	18
Charles Toyota	17
Hartford Toyota	15
Dowling Toyota	11
Curry Toyota	7
New Country Toyota of Westport	5
Girard Motors	1

Hyundai

Hyundai has been more of a factor recently with its Kona and Ioniq lineup. Brandfon and Danbury Hyundai were the standouts.

Hyundai	Count
Brandfon Hyundai	46
Danbury Fair Hyundai LLC	41
Meriden Hyundai	23
Torrington Hyundai Inc	20
Stamford Hyundai	15
Key Hyundai of Milford	14
The MJ Sullivan Automotive Corner	5
Lia Hyundai	3
Key Hyundai Of Manchester	1

Chevrolet

All of these rebates are for the Bolt. This benighted vehicle first had the launch of its refreshed model and sibling EUV delayed due to the pandemic. When it was finally introduced last year, it showed stronger results than its predecessor. Then a small number of battery fires, for which the cause proved maddeningly difficult to pin down, ultimately cascaded into a full-blown recall of every Bolt manufactured. According to a recent report in MotorBiscuit.com, which characterizes the Bolt as “doomed,” Chevy has shifted its hopes to its planned EUV version of the Equinox, along with an electrified Silverado. Both of these are 2024 model year vehicles, expected to be on sale in the fall of 2023.

Chevrolet	Count
Maritime Chevrolet	14
Richard Chevrolet	12
Northwest Hills Chevrolet Buick GMC	10
Karl Chevrolet	9
Cargill Chevrolet	8
Oneills Chevrolet Buick	8
Scranton Chevrolet of Norwich	6
The MJ Sullivan Automotive Corner	6
Grossman Chevrolet Nissan	4
Partyka Chevrolet	4
Bob Valenti Chevrolet	3
Gengras Chevrolet	3
H & L Chevrolet	3
Vernon Chevrolet	3
Executive Chevrolet	3
Loehmann Blasius Chevrolet, Inc	3
CARITE OF CONNECTICUT LLC	2
Ingersoll Auto of Danbury	2
Chevrolet of Milford	1
Dave McDermott Chevrolet	1
Devan Chevrolet Buick of Wilton	1
Wow Woodbury Chevrolet	1

Nissan

The Nissan rebates are for one of the first EVs introduced, namely the Leaf. This BEV has never been a particularly strong seller, which is reflected in generally low rebate counts. Still, there is a considerable spread with Harte leading the pack. Nissan is introducing a new BEV called the Ariya.

Nissan	Count
GEORGE HARTE NISSAN	20
Crowley Nissan	18
Middletown Nissan	6
Grossman Chevrolet Nissan	5
Gates GMC Nissan	4
County Line Buick Nissan Inc	4
Bruce Bennett Nissan	2
D'Addario Nissan	2
HOFFMAN OF EAST HARTFORD INC	1
Nissan of Norwich	1
Girard Motors	1

Kia

Kia makes both a BEV and PHEV version of its Niro and one dealership that stands above the others.

Kia	Count
Executive Kia	17
Premier KIA	7
Blasius KIA	3
Crowley Buick Oldsmobile LLC	3
Danbury Kia	2
Napoli Kia	2
Columbia Ford Kia	1
LOEHMANN BLASIUS CHEVROLET INC	1

Honda

Honda pulled the plug on its Clarity PHEV, a vehicle that had received little corporate support over the past couple of years. It is one of the few PHEVs with an electric range of over 40 miles. Westport Honda, which had tremendous success with the Clarity, does not appear on the chart, presumably because what we're seeing here is the selling off of residual inventory. Honda will not have a replacement electric vehicle until 2024 when it plans to release an EUV called the Prologue.

Honda	Count
Curtiss Ryan Honda	5
Schaller Honda	4
Liberty Honda	3
Cardinal Honda	2
Brandfon Honda	1
Sullivan Honda	1

Subaru

Subaru has one plug-in, the PHEV CrossTrek, which is not a strong seller.

Subaru	Count
Premier Subaru	10
DAN PERKINS SUBARU INC	5
Subaru Stamford	3
Colonial Subaru, Inc	2
Reynolds' Garage and Marine	2
Center Subaru	1
Gengras Subaru Torrington	1
Schaller Subaru	1
Secor Subaru	1

Mini

There is a Mini BEV and PHEV.

Mini	Count
Mini of Fairfield County	14
New Country Motors Inc	12

Chrysler

Chrysler has been selling the Pacifica PHEV minivan for some years. It has never been a big seller. The vehicle from the company’s sister brand, the Jeep Wrangler PHEV, is meeting with early success but is above the MSRP cap.

Chrysler	Count
Mitchell Chrysler Dodge Ram	2
Robert's Chrysler	2
Scap Chrysler Dodge Jeep Ram	2
Valenti Chrysler Dodge Jeep Ram	2

Volkswagen

VW has transitioned from its e-Golf to the ID.4, the first of its new generation of BEVs to be sold in this country. Most of the ID.4 trim levels exceed the MSRP cap of the CHEAPR program.

VW	Count
Executive Volkswagen of North Haven	3
Curran Volkswagen Inc.	2
Gengras Volkswagen of Plainville	2
Valenti Motors, Inc	2
Vernon Volkswagen	1

Ford

Ford has made major progress with its strategy of producing electric versions of its iconic Mustang and F150 nameplates. The EUV Mustang Mach-E is above the MSRP cap and is currently supply-constrained. The electric F150 Lightning has yet to begin deliveries. Only the base trim level will qualify for the rebate based on the pre-release announced pricing. Usually, early production focuses on the premium trim levels which are more profitable. The rebates here are for the Fusion Energi PHEV, a low-volume vehicle.

Ford	Count
Columbia Ford Kia	3
Stamford Ford Lincoln	1

Mitsubishi

Mitsubishi has been selling its Outlander PHEV sport utility vehicle. Reportedly, a success story abroad, it never found much traction here.

Mitsubishi	Count
Fairfield Mitsubishi	4

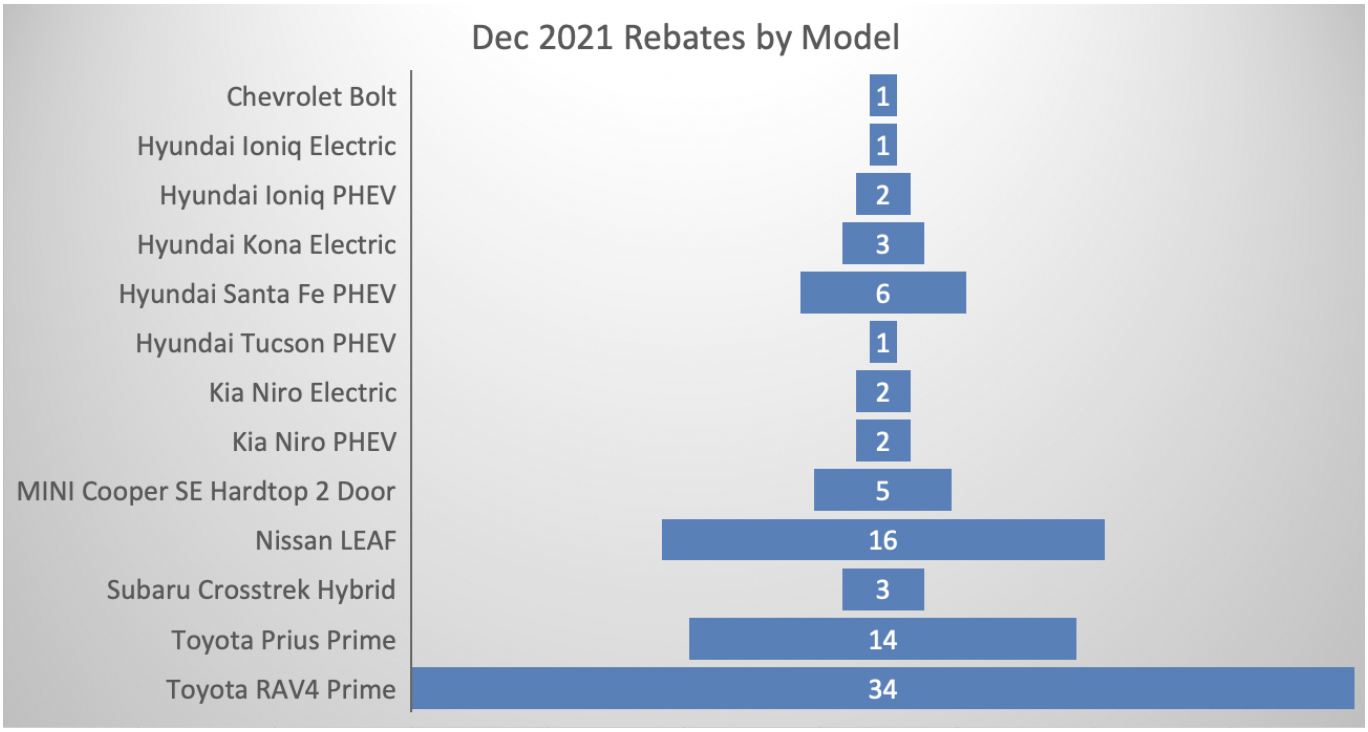
2021 CHEAPR Wrap

CHEAPR Quietly Finishes a Quiet Year

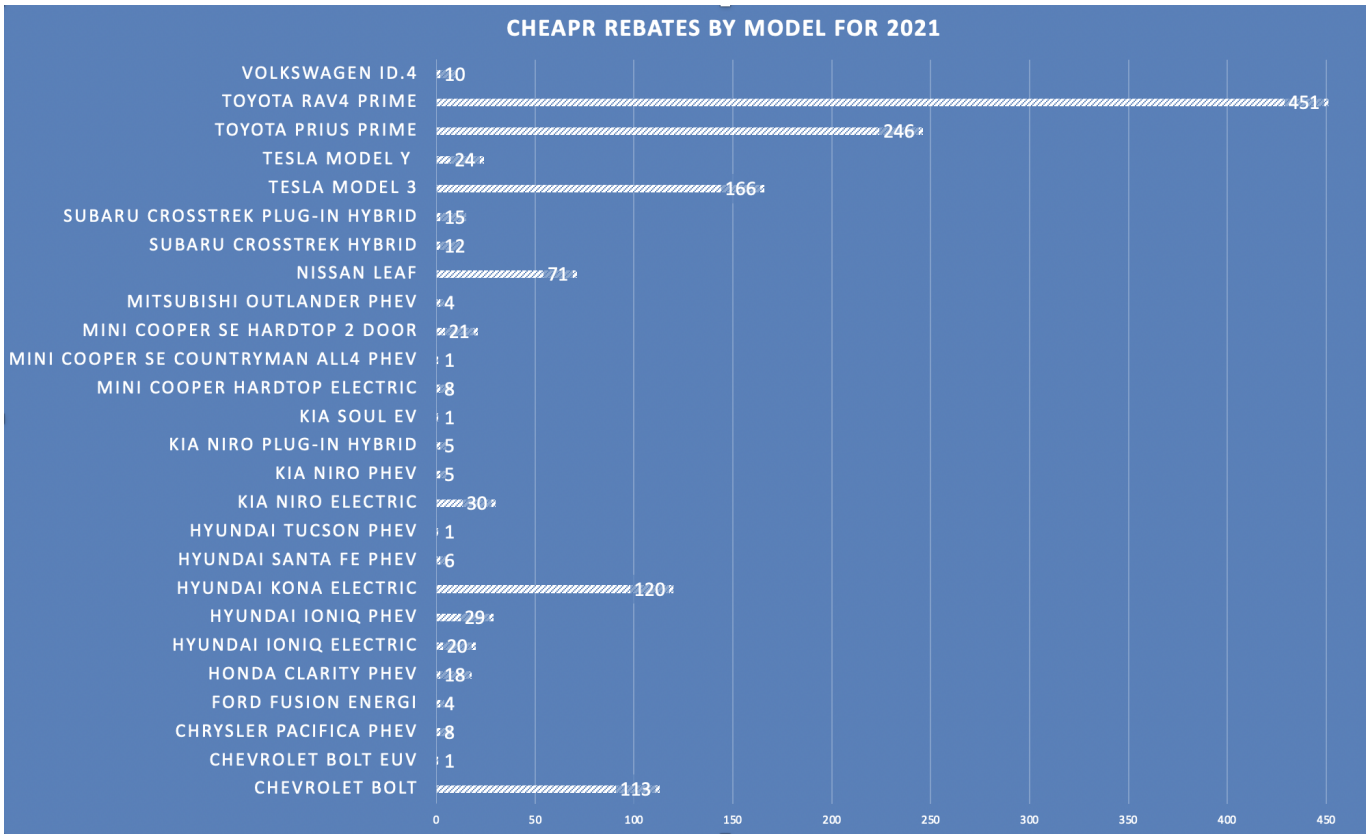
We can begin with the good news: 2021 was an improvement over 2020, though that is a low bar. Otherwise, meh.

There were 90 rebates awarded and $110,250 expended in December. The annual totals are 1390 rebates and $1,588,000, so another year in which the program did not spend its budget. With funds rolling over, that should mean a war chest of over $6 million for 2022. (The comparable annual totals for 2020 are 675 rebates and $723,500.)

The program also continues its recent trend of being dominated by PHEVs with the Toyota RAV4 Prime leading the way. 62 of 90 rebates in December were PHEV.



This is the distribution of models for the full year. The Model 3 Standard Range Plus was eligible before the price increase and the Model Y Standard Range was eligible briefly before Tesla halted production. As the year progressed, deliveries of the RAV4 Prime ramped and it correlated with a decline in Prius Prime deliveries. The RAV4 is likely to be a bigger part of 2022.



There appears to have been one Rebate+ incentive given in December.

This program has been in a trough for quite some time, and as we've written before, the next chance to approve changes will be at the March board meeting on March 16th, 3:00 – 5:00 PM. Unfortunately, their format is for public comments to occur at the end of the meeting. So they are essentially noted for the record and not used as input, something else that needs to be reconsidered.

Recap of EV Charging

Incentive Meeting

EV Charging Incentives

Public Utilities Regulatory Authority (PURA) and United Illuminating presented virtually on Jan. 25th. The program took effect on Jan 1, 2022. It includes residential, commercial, workplace, and fleet incentives. There are a lot of moving parts and that is why we invited these folks to present to us. Not everything was cleared up in the meeting and we are following up on additional details.

Several attendees asked why UI was there and not Eversource. The answer is that since, outside of a few details, the programs are identical, this was just a matter of how best to manage the meeting. We ran long as it was.

The meeting was recorded: https://www.youtube.com/watch?v=mpwbnCkD2E0

The presentation decks have been posted to the website: PURA and UI

Tesla Participation

As was explained by UI, the rate of charge in a Tesla is controlled by the vehicle. Even in the case of the "Gen 3" wall charger, the utility has to communicate with the car's "brain." They can't use the charger to throttle charge. Consequently, participation has to be through telematics. From an incentive perspective, that means the Tesla wall charger would not be eligible for a subsidy, but the installation of it would still be eligible. (Again, all hardware-related incentives are for hardware installed in 2022 and not before.) From there, the $100 enrollment incentive for telematics would apply, along with the ongoing $200 annual demand response

incentive.

We are hearing that folks are running into roadblocks when trying to enroll for telematics. We have a call with Eversource and UI and we will ask them about this. We did learn at the meeting that not everything is fully baked yet. As a practical matter, as long as one enrolls before June, there will be no loss from the perspective of the demand response incentives.

Chat String from Jan. 25th Meeting

Keep in mind that people were entering questions in the chat, many of which were answered by the presenters (and thus won't appear below). The chat has been scrubbed of emails and DMs.

From Analiese Mione to Everyone 06:58 PM

Enjoy our blog: https://evclubct.com/blog/electric-vehicles/

From Paul Braren to Everyone 07:01 PM

Nice to see https://www.courant.com/business/hc-biz-connecticut-electric-vehicles-20220124-hzd4angslnevhpp3vtgdprzpyq-story.html at the Hartford Courant today, "Connecticut and its two biggest utilities launch a broad build-out of electric vehicle chargers"

From Analiese Mione to Everyone 07:06 PM

Welcome everyone and thanks for joining us. This will be recorded.

From Jay Gustafson to Everyone 07:06 PM

We are finishing dinner and listening. joining soon!

From Paul Roszko to Everyone 07:12 PM

Glad UI is here speaking to us this evening. Where is

Eversource?

From Analiese Mione to Everyone 07:13 PM

“The program is identical for both utilities” Barry Kresch, EV Club of CT President.

From Ilene Mirkine to Everyone 07:14 PM

Was Eversource invited tonight? Or just UI.

From Tyra Peluso to Everyone 07:14 PM

Will the presentation be made available to attendees?

From Analiese Mione to Everyone 07:15 PM

It’s being recorded.

From

Paul Braren to Everyone 07:16 PM

Single Family Residential Charging Incentives

https://evclubct.com/single-family-residence-charging-incentives/

Charging Incentives for Condos and Apartments

https://evclubct.com/charging-incentives-for-condos-and-apartments/

From Steven Mueller to Everyone 07:18 PM

How many ICE vehicles are registered in CT?

From Matt Griswold to Everyone 07:18 PM

Our wholesale perennial farm in Old Lyme has four Tesla Semis on order to replace our aging fleet of class 7 diesels. We are

interested in more info on commercial charging incentives and demand charge mitigation. Our trucks will charge on-site, at night, with level 2 chargers. If all four trucks are charging at the same time, our demand will spike. How can we minimize demand charges here?

Mark Scribner, Energy New England here. Thanks to Barry K. for inviting me tonight. My organization (ENE) primarily serves the CT public utility territories, such as Wallingford, and collaborates with the IOUs, including Eversource.

From Analiese Mione to Everyone 07:22 PM

Welcome Mark and others from ENE.

From Paul Braren to Everyone 07:22 PM

Eversource:

Rebates for Connecticut Home Charging

https://www.eversource.com/content/ct-c/residential/save-money-energy/clean-energy-options/electric-vehicles/charging-station-rebates

UI:

Find the Best Electric Vehicle Charging Options for Your Business

https://www.uinet.com/wps/portal/uinet/smartenergy/!ut/p/z1/vZNdb4IwFIZ_DZeklS-5RcOUjY-pINCbpmLFGlqwonP_frhsLssyWZZlvTvpOW-fvOctQCADSJATK0nLakGqrs6RhfVB4E6NMQxtzzDhLFoE4YMfa9DXQHqzwdIB-sk8_OY4sG9-CRBAhWibdgvyIxO0JaXEB05kSwWV5bMCPxW0okUrWYFPdMuKih4U2Mi6lIQf8KaW-Lk-SrytOb3oNgVbg3xjmxq19IFqUGKqhqkP1ZW1JqoBTUosbWOtjNfudBzgiR-NHB-

PozB2sxjkCky80I2dyRyHV18VOKVkTaUCFxc09w3NfUdbXtEeq2OJPYG_XPX43hmDbtuaXoh7NtenkXcMww8FuPQGnUJwZ8xGkWb7Q5CeGH0Ciagl77K0-J2ls8Sddy_9q7tTCO77ktd9Dbbb75HT5a8WLT23IPvTADY8SbitczWDO7Pk9lmdpC8hRy_-/?1dmy&current=true&urile=wcm%3apath%3a%2FUINETAGR_SmartEnergy%2FSmartEnergy%2FElectric_Vehicles%2FEV_Programs_For_Your_Business%2F

From Frank Hall to Everyone 07:25 PM

If someone has a solar array unit on their home does that disqualify them?

From Andrew to Everyone 07:30 PM

I have a question… (Raising hand)

From Paul Braren to Everyone 07:31 PM

https://ct.gov/pura

From john pecora to Everyone 07:35 PM

With grid modernization is there any allowance for Virtual Power Plants (VPP) like what Tesla is doing in California with it's PowerWall and software to supply the grid with power when needed

From Paul Braren to Everyone 07:35 PM

I have a question… (after Frank and Andrew and John)

From Analiese Mione to Me (Direct Message) 07:35 PM

Please type it to everyone so I can put it in the queue. Thanks.

From Bruce Becker to Everyone 07:36 PM

There is no way to select the "Rate 7" time of use residential rate with EverSource. How can this change be made?

From Analiese Mione to Everyone 07:36 PM

Please type your questions here to everyone so they can be added to the queue.

From Michael Flatto to Everyone 07:36 PM

Right now on the UI website, there are a handful of EVSEs listed as eligible. How do we know which cars are eligible for telematics?

From Jay Gustafson to Everyone 07:36 PM

Will we be able to get a copy of the chat?

From Barry Kresch to Everyone 07:39 PM

Yes, we'll send out a chat, and the recording will be posted on the EV Club YouTube channel.

From Paul Braren to Everyone 07:45 PM

Question for Eversource (or UI): I see the Eversource document https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-program-guide-resi.pdf?sfvrsn=a72baf62_0 page 7 section 4.0 Device Eligibility says "INSERT LINK Note: For a complete list of qualifying EV chargers, check our website on or about January 20, 2021." Do you happen to know whether support is planned for the new third generation Tesla Wall Connector https://shop.tesla.com/product/wall-connector ? It's a Wi-Fi connected charger with smart features coming, details at https://www.tesla.com/support/installation-manuals-wall-connector

"Find the Best Electric Vehicle Charging Options for Your Home"

https://www.uinet.com/wps/portal/uinet/smartenergy/electric_ve

hicles/evprogramsforhome/!ut/p/z1/vZPbcpswEIafpRdcYq052KR3xENst4Dr2JjDDYPJcsggRIRip29fMXWbZNKGTqdT3Wln_38_rXZJQiKStNmpLjNRszZr5D1OZqk-9ZyVsQDfWhsmbDc7z__s7jVwNRK-mzDTSfInevjNsWFMfyAJSfJWdKIi8WPdoshKnj6_QYEKszvkCvQ04wJb5OVXBbDBXPA6T09Y1XmDvQydOs5KntG-YLxiFAfnLq_vSFyYV0WGx0LNZ1NdNQqYq0cDTdUq0NQNuAILtCE7XHjp0t1c22662Ph7J9qTWIFg7Tt7e3mb-i-oVheq3UDlXKicH1SHn1TO4cuF6obx1UAVjn1J8n5Dw4F05M_GPGLJMH92gMN6Kh28G2N7vdEsd07CU41nErSMUzlFu79r5TZwbmWl_9LVFZBPY7Mml6G-f3hIbDlxrBX4JEj0j0dOltC4t_BK2a9MVGrdFoxEb6Qy9EYq8cuGHb8vrd0edUuacCyQI588chmuhOj6jwoocD6fJyVjZYOTnFEFfiWpWC_f9zqTdDQIqKVTNYJ7s6TWk7oMrb7whBl_-AbLierc/dz/d5/L2dBISEvZ0FBIS9nQSEh/?WCM_GLOBAL_CONTEXT=%2FUINETAGR_Navigation%2FHeader%2FSmartEnergy%2FElectric_Vehicles%2FEVProgramsForHome

From Paul Braren to Everyone 07:46 PM

Connecticut Electric Vehicle Charging Program

2022 Participation Guide for Residential EV Drivers

January 1, 2022

https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/531e8139-4402-4f7f-95a7-770baa2c85c4/Final+UEVC002+UI+Residential+EV+Managed+Charging+Participant+Guide.1.6.22.pdf?MOD=AJPERES&CACHEID=ROOTWORKSPACE.Z18_J092I2G0N01BF0A7QAR8BK20A3-531e8139-4402-4f7f-95a7-770baa2c85c4-nV62hKv

(sorry those UI URLs are sooo long, I’m just the messenger

From Bruce Becker to Everyone 07:46 PM

Rate 7 is about 6 cents/kwh less for off peak use! See https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7#

From Jay Gustafson to Everyone 07:46 PM

How far off is CT from using Smart Meters? We just moved back from CA where we had that and it was the only way we could implement EV rates.

From Andrew to Everyone 07:47 PM

Does anyone have the qualified products list URL?

From Michael Flatto to Everyone 07:49 PM

https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/72bd45e8-8561-4ccc-bab2-ea012928541d/Final+UEVC007+EO+Home+Electric+Vehicle+Charger+Qualified+Product+List.1.20.2022-v2.pdf?MOD=AJPERES

From Andrew to Everyone 07:49 PM

Thanks!

From Paul Braren to Everyone 07:51 PM

same very short list of EV charging equipment for Eversource

https://www.eversource.com/content/ema-c/residential/save-money-energy/clean-energy-options/electric-vehicles/ev-charger-demand-response#:~:text=Eligible%20Chargers,Fi%20connectivity%20prior%20to%20enrollment.

but see my question above, maybe new info is coming soon, fingers crossed

From Michael Flatto to Everyone 07:52 PM

Can someone get a wiring rebate now and opt to purchase a smart charger at a later date and still get that rebate?

From Bruce Becker to Everyone 07:52 PM

If you have two cars in your home with telematics, can you get

double the incentive?

From Richard Heckbert to Everyone 07:53 PM

This is the new larger approved charger list for Eversource. Unfortunately the Tesla Wall Connector Gen 3 is still not on the list

https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-charger-list-resi.pdf?sfvrsn=d5b18262_2

From Edward Wazer to Everyone 07:54 PM

I have a “dumb” 240V home charge. Does a 2019 Bolt have telematics?

From Jq Abellard to Everyone 07:55 PM

now I am confused, “Tesla can join” so what is the rebate that Tesla Gen 3 Wall Charger is qualified for?

From Michael Flatto to Everyone 07:56 PM

Tesla can join by telematics, not by smart charger. So we can only get the wiring rebate, not the charger one

(unless we get one of the other smart chargers on the list)

From Jq Abellard to Everyone 07:58 PM

@Michael Flatto, so I just had the Tesla wall charger installed in December, no rebate at all, or the $100 one-time enrollment incentive?

From Michael Flatto to Everyone 07:58 PM

That’s my understanding

From Analiese Mione to Everyone 07:59 PM

This question is in the queue. Thanks.

From Paul Braren to Everyone 07:59 PM

Question for Eversource: The link Bruce sent above https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7 for Rate 7 sure sounds promising to me, seems I call the number, and Eversource then swaps their meter on my house, and I then schedule my 2 Model 3s in my garage for charging after 8pm via the simple App. Seems simple, maybe too good to be true. What am I missing? I know I don't get additional cost benefits of curtailment via telemetatics where Eversource would lower my charge rate during unusual high demand events, but hey, 6 cents/kWh off peak sure sounds good for my needs. With one car at 18,000 miles a year primarily charged at home, this sounds great. Is there a catch, such as higher cost of power during the day?

From J M Eskin to Everyone 08:00 PM

Can a HUD facility in Bridgeport offer charging and get these benefits to the OCCUPANTS?

From Christine Rogers to Everyone 08:00 PM

If I don't apply by then of quarter one does that make me ineligible ?

From Kate Zod to Everyone 08:02 PM

We have solar panels, which we own. Can we still participate in the incentive programs?

From Analiese Mione to Everyone 08:03 PM

The program is 9 years. Incentives drop down each year is my understanding.

Question is in the queue. Thanks.

From Susan Miller to Everyone 08:03 PM

How many years are incentives paid?

From Anthony Pavia to Everyone 08:08 PM

Will any of these incentives be for retroactive installation of a 240v smart charger?

From Analiese Mione to Everyone 08:09 PM

New installations only. Please refer to UI website and program guide online for additional guidelines.

From Anthony Pavia to Everyone 08:09 PM

ty

From Bruce Becker to Everyone 08:11 PM

Is the cost of a transformer and the utility's installation cost part of the dollar amount subject to the dollar cap?

From Kate Zod to Everyone 08:12 PM

If I have 2 EVs, am I eligible for double the incentives?

From Michael Flatto to Everyone 08:13 PM

Is the forthcoming online application portal for commercial only?

From Evan Finchler to Everyone 08:14 PM

Does anything change if you are signed up with a 3rd party supplier?

From Paul Braren to Everyone 08:14 PM

Barry, I'll put this zoom on the EV Club of CT's YouTube Channel https://youtube.com/EVClubCT, but will you be able to share the actual decks with links?

From Andrew to Everyone 08:15 PM

Can someone paste the residential home links that were shown on the last side…

From Paul Braren to Everyone 08:21 PM

Question: I realize I composed my 2 questions primarily to Eversource (I'm near Hartford), but they're not on this agenda tonight. Perhaps somebody can get me in touch with somebody at Eversource who can assist me with my questions? I've tried to do so, but have failed.

From Mark Scribner, Energy New England (ENE) to Everyone 08:21 PM

To clarify, any vehicle charging Level 2 (2.x KW to 11+ kW?) with a non-smart EVSE can still enroll in a passive program using their existing whole home residential AMI meter, via disaggregation analytics. Is this correct?

From Guy Mannino to Everyone 08:23 PM

The final mounting and wiring of the station itself is not included in make ready, correct?

From Richard Heckbert to Everyone 08:25 PM

Hosting Capacity Map

https://www.arcgis.com/apps/webappviewer/index.html?id=4a8523bc4d454ddaa5c1e3f9428d8d8f

From Stefanie Keohane to Everyone 08:25 PM

links to hosting capacity maps

Eversource – https://eversource.maps.arcgis.com/apps/webappviewer/index.htm

l?id=6853bd7a3f714868bda7fee7c24d8c59

UI – https://www.arcgis.com/apps/webappviewer/index.html?id=b5fe4d1060b14b14893a880ddb1e10c8

From Richard Madonna to Everyone 08:27 PM

I joined late, I'm the CFO at Connecticut College, how can we leverage this to deploy more chargers on campus

From Analiese Mione to Everyone 08:28 PM

210917 docket for media and heavy duty fleets at PURA. Please participate if you own a business.

*medium

From Kate Zod to Everyone 08:29 PM

This is a very valuable organization—encouraging and helping people to switch to EVs.

Does anyone know if there is a similar organization to encourage people to put solar panels on their homes, either purchased or leased?

From Paul Braren to Everyone 08:29 PM

Opinion/Thought: Seems likely some sort of (Tesla MegaPack for example) timeshifting might be needed to smooth out those punishing high peak load costs for overnight L2 charging those 4 Tesla Semis at once.

From Analiese Mione to Everyone 08:33 PM

171203REO2 smart meter docket at PURA

From Andrew to Everyone 08:34 PM

Did I miss the times for time of use service? (Residential)

From Stefanie Keohane to Everyone 08:35 PM

Summary of all Eversource electric rate components, including Residential TOU (Rate 7) https://www.eversource.com/content/docs/default-source/rates-tariffs/ct-electric/ct-electric-rates.pdf?sfvrsn=2d9afe62_46

From Paul Braren to Everyone 08:36 PM

I'll call Eversource tomorrow to see how it goes, to get this 7 cent after 8pm residential rate https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7# If anybody wants to learn how it goes, I'll tweet whatever happens from both https://twitter.com/paulbraren and https://twitter.com/EVClubCT, follow either/both to get auto-notified.

From Kate Zod to Everyone 08:38 PM

What is a PHEV?

From Barry Kresch to Everyone 08:39 PM

plug-in hybrid

From Andrew to Everyone 08:39 PM

Plug-in Hybrid Electric Vehicle..

From Kate Zod to Everyone 08:39 PM

Thanks.

From Paul Braren to Everyone 08:40 PM

https://en.wikipedia.org/wiki/Plug-in_hybrid (so gas, with a little electric range, and it can charge in your garage to

avoid using gas if the daily trips are shorter)

From Mark Scribner, Energy New England (ENE) to Everyone 08:40 PM

Since PHEVs often charge daily, and drivers tend to plug in as soon as they get home without incentivized charge management, PHEVs may actually present a greater concern for impacting grid demand than BEVs.

From Michael Flatto to Everyone 08:41 PM

Can someone get a wiring rebate now and opt to purchase a smart charger at a later date and still get that rebate?

From Michele Frankie to Everyone 08:42 PM

Thank you for this information Zoom meeting!

From john pecora to Everyone 08:42 PM

With grid modernization is there any allowance for Virtual Power Plants (VPP) like what Tesla is doing in California with it's PowerWall and software to supply the grid with power when needed

From Paul Braren to Everyone 08:43 PM

I just had Eversource replace the main wiring from the pole to my house last month, and I asked the installer if he was using a smart meter in my town of Wethersfield CT yet, the answer was no. Just one data point/anecdotal, based on the one Eversource employee I asked. He didn't even mention this 7 cents time of use meter, thanks to this club meeting, now I know! I hadn't seen that URL anywhere before. Thank you!

https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7

From William Cross to Everyone 08:43 PM

Thank you to everyone! This was great!

From Analiese Mione to Everyone 08:43 PM

Thank you all for attending and asking excellent questions.

From Dwight Stover to Everyone 08:43 PM

Thank you.

From Michael Flatto to Everyone 08:43 PM

Very cool, thanks to everyone who presented

From Edward Wazer to Everyone 08:44 PM

Thank you

From Vacek Miglus to Everyone 08:45 PM

thank you all. looking forward to reviewing all was covered tonight

From Paul Braren to Everyone 08:45 PM

Hoping this chat (minus the email addresses) can be published or at least shared, thank you for a great meeting!

Residential Application – Eversource:

https://www.eversource.com/content/docs/default-source/save-money-energy/eversource-ct-ev-resi-application.pdf

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8944 Teslas Now Registered In CT

Post by Barry Kresch

Tesla Remains Leading EV Make by a Large Margin In New DMV Data

The new data, taking us through the end of 2021 have arrived from the DMV. It will take a little time for me to update the dashboard, but here are some top line tidbits.

There are 21,392 total EVs registered in CT as noted on the DMV website. The definition of EV includes battery electric vehicles (BEV), plug-in hybrid electric vehicles (PHEV), fuel cell (FCEV), and battery electric motorcycles (BEMC). This definition follows what was included in the MultiState Zero Emission Vehicle Action Plan Memorandum of Understanding that was signed a few years ago. For some reason, in the detail files provided to me, the total is 5 fewer EVs at 21,387.

Fuel Type

BEVs remain the dominant fuel type.

Fuel Type	Registered EVs
BEMC	34
BEV	12513
FCEV	3
PHEV	8827

These are the top EV makes. Tesla remains dominant by a mile.

Rank	Vehicle Make	Registered EVs
1	Tesla	8944
2	Toyota	3238
3	Chevrolet	1855
4	Ford	1034
5	Hyundai	897
6	BMW	875
7	Volvo	654
8	Nissan	652
9	Jeep	489
10	Porsche	433

The gap is even wider among BEVs

Rank	Row Labels	BEV
1	Tesla	8944
2	Chevrolet	824
3	Nissan	652
4	Hyundai	529
5	Ford	401
6	Volkswagen	250
7	Audi	203
8	KIA	160
9	Porsche	152
10	Volvo	109

Within Tesla, the individual model numbers are:

- Model 3 – 4268
- Model Y – 2278
- Model S – 1694

- Model X – 692
- Roadster – 12 (Can't overlook these.)

It is no surprise that the Model 3 enjoys a wide lead since the Model Y is a newer entrant. The Model Y is reportedly outselling the Model 3, but in the most recent 6 months, there were a higher number of 3s than Ys entering the file (1032 vs. 955). The guess here is that Y deliveries are more backlogged and this will change after the Austin plant revs up.

These are the top 10 cities ranked by the number of registered EVs.

Rank	City	Number EVs
1	GREENWICH	1371
2	STAMFORD	1058
3	WESTPORT	890
4	FAIRFIELD	729
5	WEST HARTFORD	615
6	NORWALK	577
7	NEW CANAAN	498
8	NEW HAVEN	437
9	DARIEN	420
10	GLASTONBURY	395

United Illuminating About EV Charging Incentives

United Illuminating CT EV Charging Program FINAL 02182022

Public Utilities Regulatory Authority Overview Presentation On EV Charging Incentives

CT PURA EV Club of CT 012522 (1)

EV Registrations up 55% in 2021

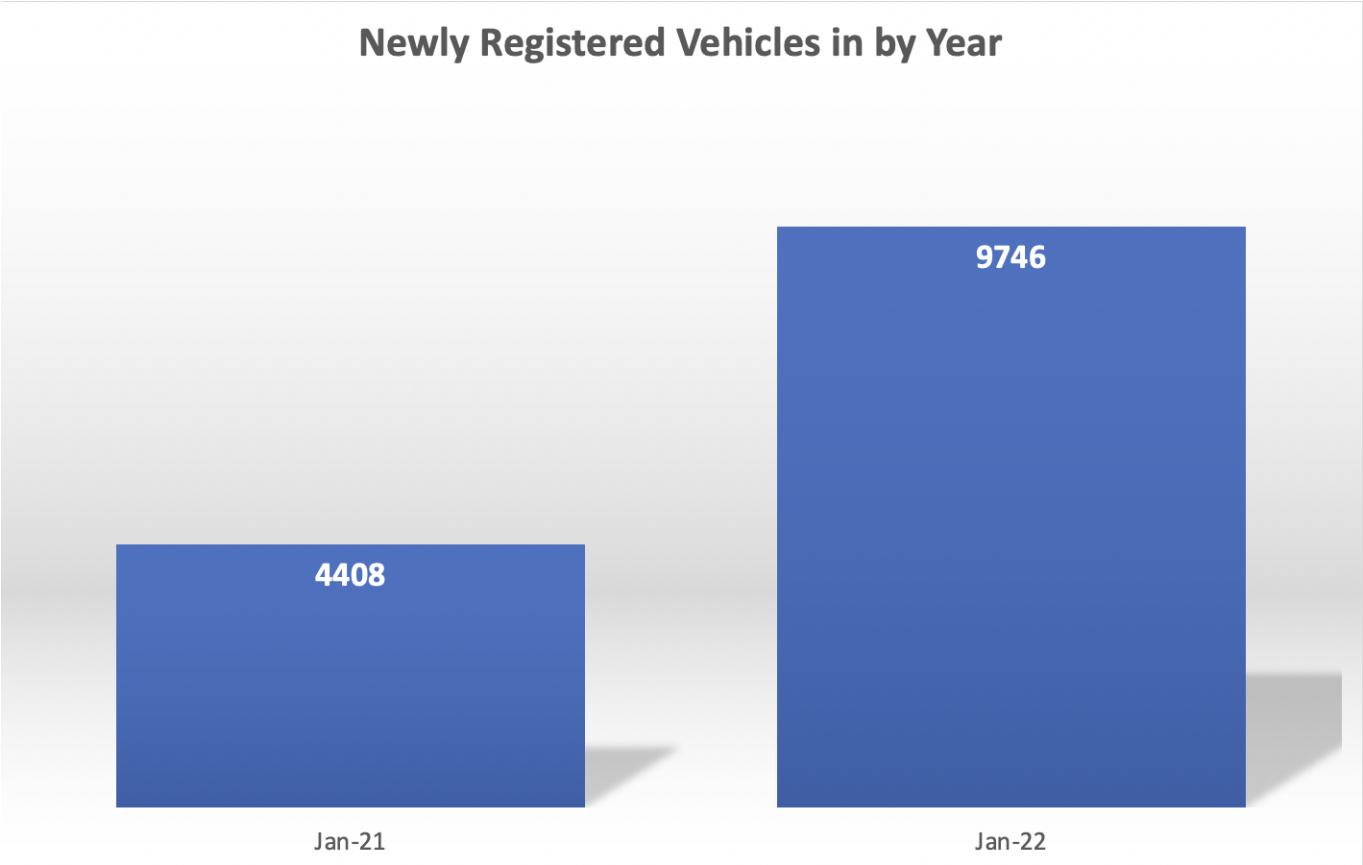
Recovery Induced Rebound in EV Sales

After a truly dismal, pandemic-influenced 2020, where EV registrations increased by an anemic 18.2%, there has been a rebound in 2021 to an increase of 54.9%. CT now has 21,382 EVs, up from 13,800 one year ago. Of course, the pandemic is still with us, but the brief, severe recession is over. Demand has been sharply stronger. If anything, the current numbers are supply constrained.

Newly Registered Vehicles

Keep in mind these are net registration numbers and that there

is always turnover in the fleet. If we look at the number of new EVs registered in 2021 vs 2020, the trend is steeper with a 121% increase.



There was an administrative extension of registrations in 2020 that may have caused the Jan ’21 number to be somewhat overstated.

This increased rate of growth is good news, but on a more cautionary note, it puts the state at only 4.3% of the way toward its 2030 goal of 500,000 registered EVs.

The underlying detail of these numbers, which allows us to chart fuel type, make, model, city, etc. is not yet available. We expect it within the next couple of weeks. Nationally, the big sellers have been the Tesla Model Y and 3, Mustang Mach-E, VW ID.4, and Toyota RAV4 Prime. There were several important introductions that happened too late in the year to have much of an impact, such as the Hyundai Ioniq 5, Mercedes-Benz EQS, GMC Hummer, and Rivian R1T and R1S. Of course, GM suffered a

serious blow with its large recall and manufacturing interruption of its Bolt and Bolt EUV. The Honda Clarity PHEV ceased to be produced in 2021, though there is reportedly some dealer stock around.