Northeast Electric Vehicle Symposium Recap

Photo at top taken under one of the solar canopies at the Hotel Marcel with the building in the background, from left to right: Daphne Dixon – Live Green CT, Paul Wessel – Greater New Haven Clean Cities, and Analiese Mione, Barry Kresch, Bruce Becker, and Paul Braren from the EV Club who organized the symposium.

"Sold-out" Conference

Well, it was free, but there was more interest than we were able to accommodate and we had to close registration. Early feedback has been extremely positive, such as this message:

"I attended the NEEVS yesterday and had a fantastic time. What a great lineup of speakers/presentations and lots of fun at the car show as well! I'm looking forward to future symposiums in the coming years. …. Again, I had a great time at the symposium (and the lunch was incredible)."

We would like to thank our sponsors: Live Green CT, Greater New Haven Clean Cities Coalition, EVConnect, Maxwell Vehicles, and ChargePoint, without whom we would have been munching on stale pretzels.

Of course, we also thank our attendees for joining us and being an engaged and interactive audience.

The Hotel Marcel provided excellent, eco-friendly hospitality. For anyone who may be nervous about switching from a gas to an induction cooktop, the quality of the food attested to how good induction cooking can be. Even the chafing dishes were induction.

We've had some comments about how a small committee was able

to put together a jam-packed agenda in a short period of time. If anything, the challenge is less about finding content than winnowing it down to fit within our time parameters. As it was, our 3-hour speaker agenda took 4 hours with too little time for Q&A.

We want to give a shout-out to **Rich Jordan**, president of the CT Tesla Owners Club, for his help with the car show, to the Westport Police Department and their Model Y patrol car, and to Tesla for bringing vehicles for test drives.

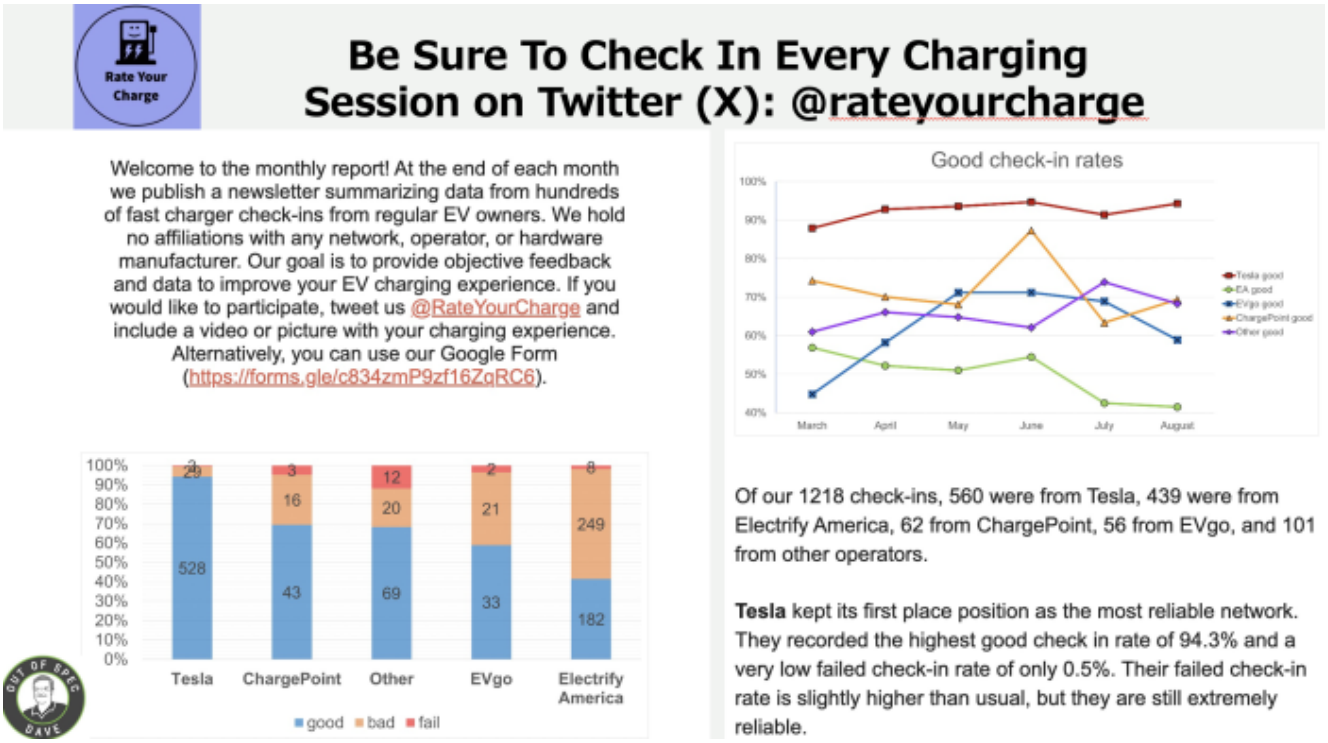
Converted EV Van

Hotel Marcel architect and developer, **Bruce Becker**, talked about how Maxwell Vehicles converted an ICE van to electric, using a salvaged Model 3 battery and drive train. This van gets a lot of use shuttling guests to downtown New Haven, Yale, Union Station, Tweed Airport, and other destinations.

Out of Spec Dave

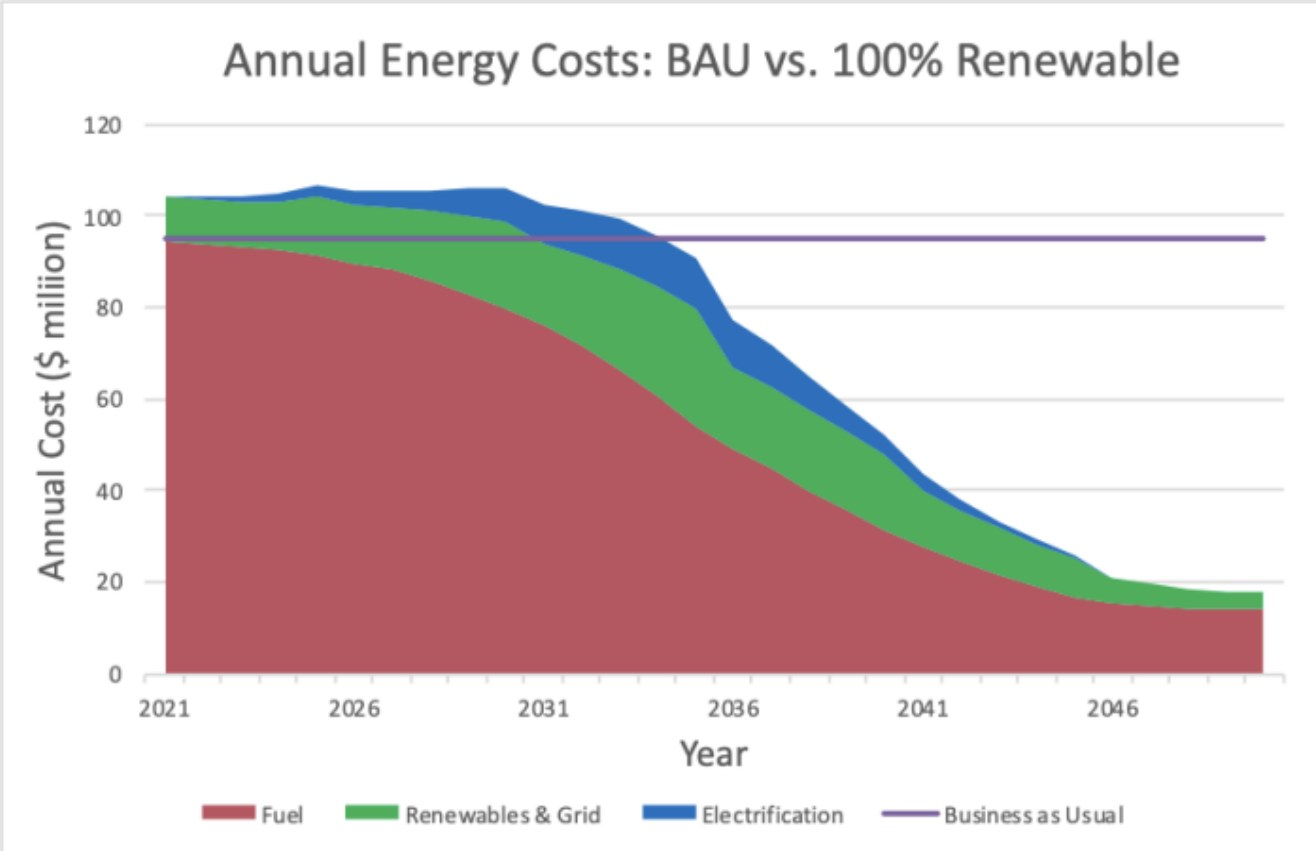
YouTube and X (Twitter) personality, **Out of Spec Dave** from Greenwich, CT, talked about his adventures as a road warrior, having driven lots of different EVs and experienced the many faces of public charging. Not all of them are happy faces. Part of the charging experience is knowing before you get to a charger whether the charger is in service and how fast it is charging. There is a gap in the eco-system here. He has launched the “Rate Your Charge” newsletter. Take a video or photo of your charge, describe your experience, and tag @outofspecdave on Twitter. These are being compiled in a weekly report posted to Twitter. For those not on Twitter, use this Google Doc:

https://docs.google.com/forms/d/e/1FAIpQLSd9nE1JOulqidJNacpL230TdswfnnaWBTjdGIaky3ffkHF6EA/viewform?pli=1



PACE

Mark Scully from People's Action for Clean Energy (PACE) spoke about their program to help municipalities decarbonize and save money in the process. This slide illustrates the cost savings projected in a transition to renewables.

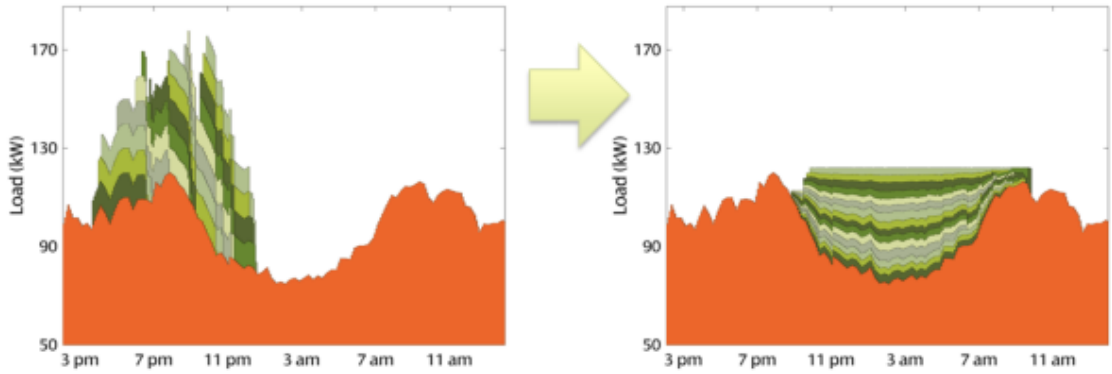


United Illuminating

We get many questions regarding whether widespread EV adoption will crash the grid. While the grid does need to be modernized (and the Public Utilities Regulatory Authority has a grid modernization docket), **Rick Rosa** from Avangrid/UI discussed using EVs to optimize the grid. This slide is an example of optimization vs curtailment. EVs will be beneficial to the grid for the foreseeable future and, as such, there are incentives for EV owners to participate. See our incentives page for a more detailed description of the program with links to sign up for the residential or commercial incentives. This program is also offered by Eversource and it can offset the costs of buying and installing a 240 volt charger, as well as pay an ongoing incentive to participate in their managed charging programs.

Managed Charging

Load Optimization

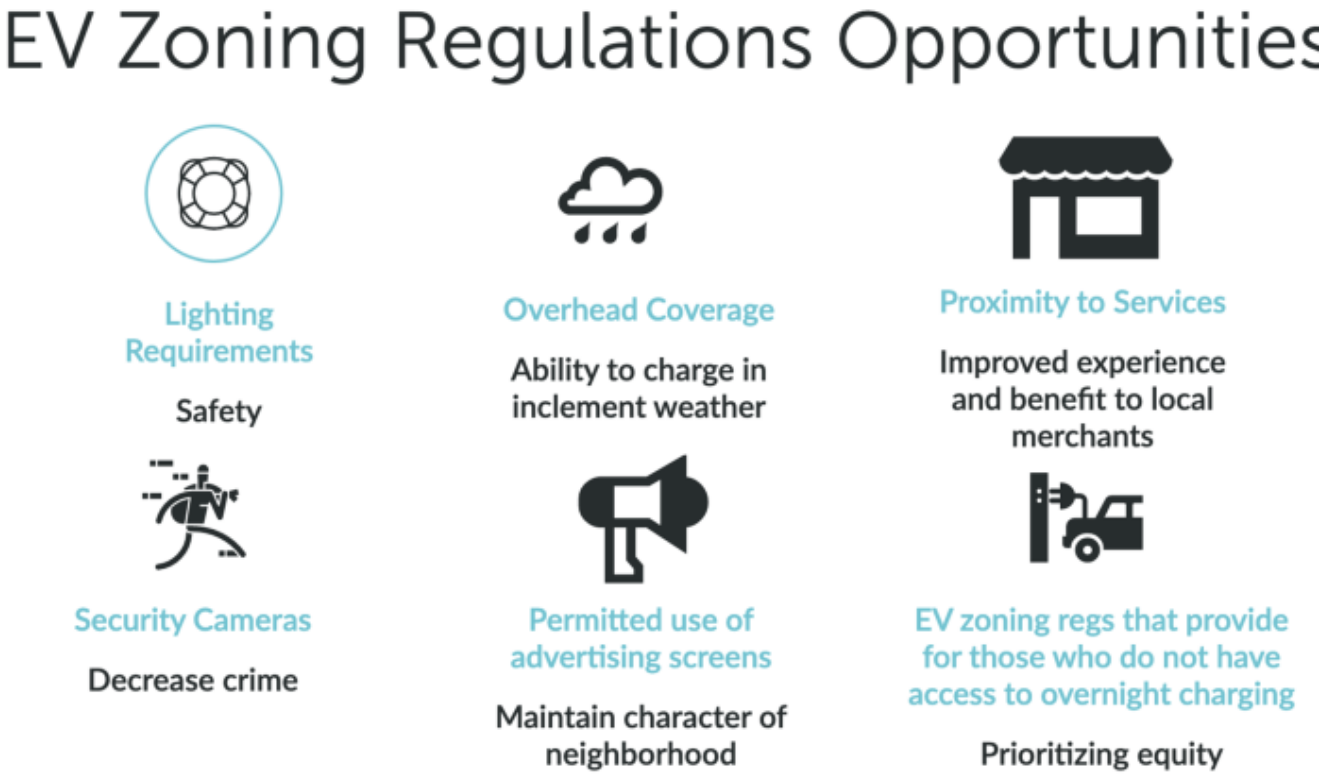


Managed Charging without Optimization

Managed Charging with Optimization

Zoning for EV Readiness

Daphne Dixon of Live Green CT, who has done a lot of work with municipalities, gave a presentation that illustrated the complexity of zoning for EVs but also highlighted the significant benefits as noted in the example below.

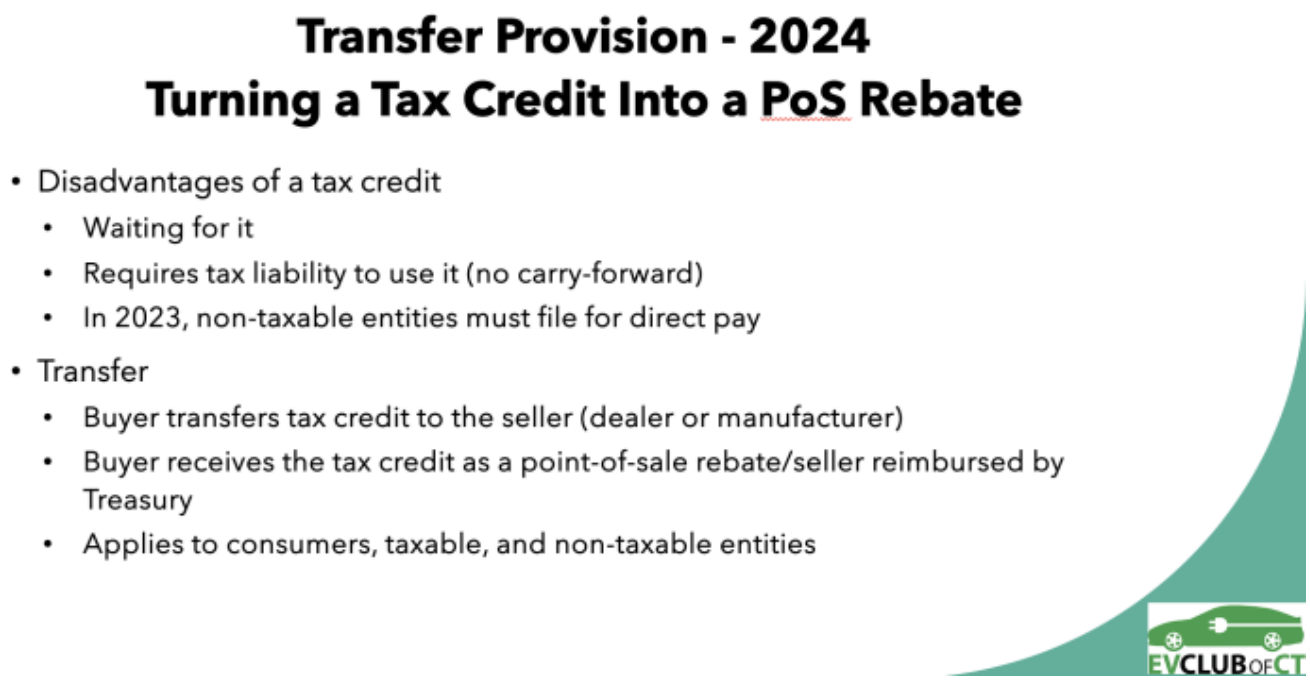


All Electric, Zero Emission Home

Paul Braren provided a detailed description of his journey to create an all-electric home (solar roof seen in the photo, powerwall/VPP, 2 EVs, insulation for home and windows, heat pumps, smart panel, electric garden tools) and capture the available incentives. It has been a complicated road. This links to his full presentation.

IRA Transfer Provision

In his update on incentives, EV Club President, **Barry Kresch**, discussed the implementation of the transfer provision in 2024, and how it changes a tax credit into a point of sale rebate.



Advanced Clean Cars II

CT is a participant in the California Air Resources Board emissions requirements. It is now in the process of implementing the second phase of these regulations, commencing in 2027 through 2035. The rules require manufacturers to sell increasing amounts of zero emission light-duty vehicles, reaching 100% in 2035. There is a separate set of regulations that would significantly lower emissions for medium and heavy-duty vehicles during this same period. **Charles Rothenberger**, Climate Attorney for Save the Sound, explained these regulations. The legislature has authorized CT DEEP to proceed with the required multi-step process. The slide below shows where we are and the remaining steps.

Approval Process

- Agency Issues Notice of Intent and Proposed Regulations (July 21, 2023)
- Public Comment Period (July 21, 2023 – August 30, 2023)
- Public Hearing (optional) (August 22, 2023)
- Agency Prepares Comment Response Document (In Process)
- Agency Issues Notice of Decision
- Proposed Regulations Sent to Attorney General for Review
- Proposed Regulations Sent to Legislative Regulations Review Committee for Approval
- Approved Regulations Sent to the Secretary of State for Publishing and Codification

There is some concern that when the rules go back to the legislature, in which a bi-partisan review committee is supposed to examine them for legal sufficiency, that there may be an effort by opponents to short-circuit the approvals process. More on that to come.

We hope you see you next time!!!

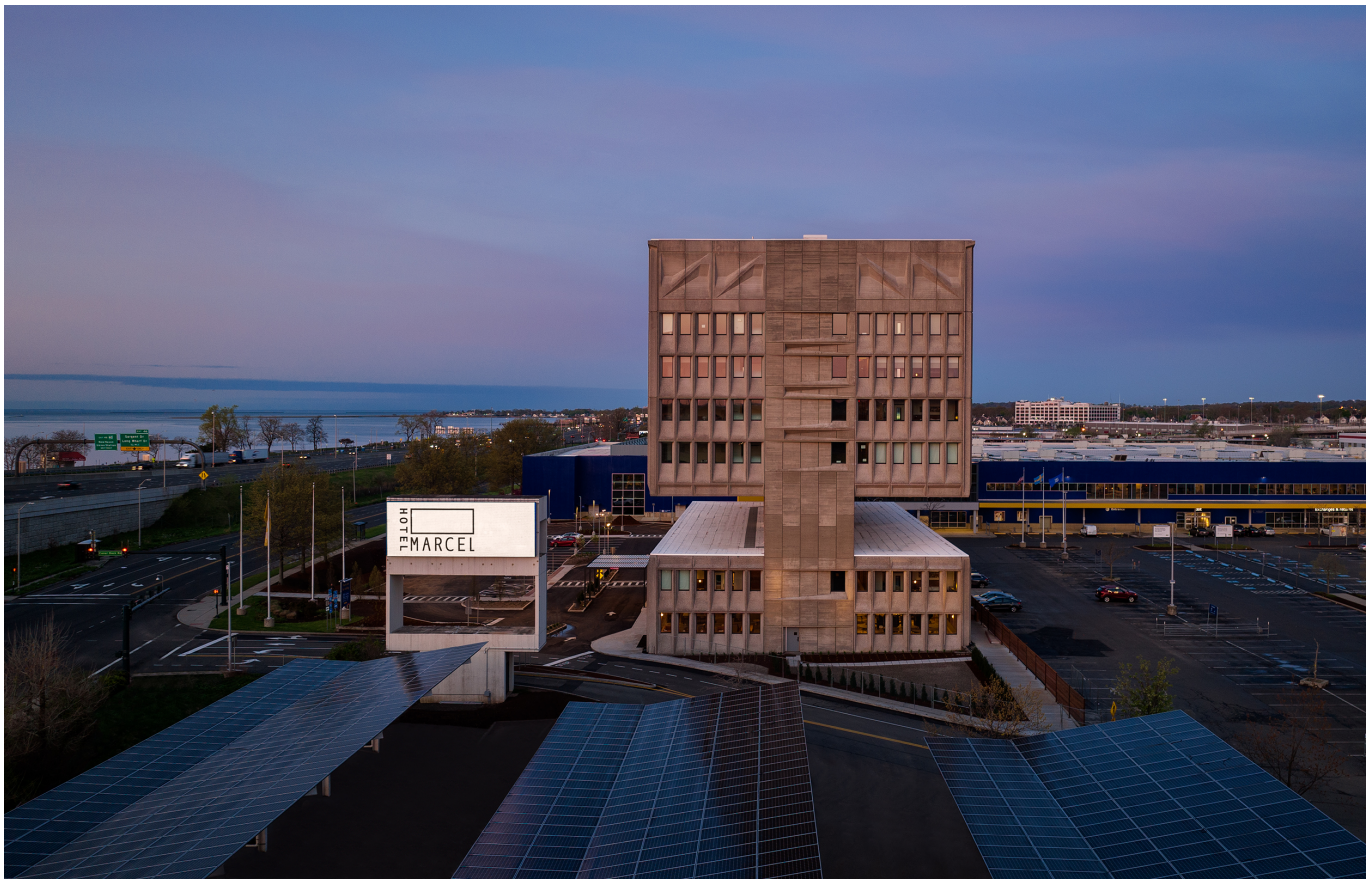
Northeast Electric Vehicle Symposium (NEEVS)

The Symposium is Sold Out – People Can Still Come for the Car Show

Get charged up at NEEVS, the ultimate gathering for EV enthusiasts, policy wonks, and all who seek cutting edge guidance on decarbonization.

Please join us at the first annual **Northeast Electric Vehicle Symposium (NEEVS)** **at** **Hotel Marcel in New Haven** **on September 9, 2023**. EV enthusiasts, electrification and decarbonization advocates, sustainability volunteers and professionals, municipal employees, real estate owners and developers and policy wonks are invited to join us.

Bruce Becker is the lead architect and owner/developer of Hotel Marcel in New Haven, the country's first zero emissions and Passive House hotel, and Chairman of the EV Club of CT. Bruce will welcome guests as they enjoy a light buffet lunch, and briefly share his approach to hotel e-mobility at Hotel Marcel. Guests have access to Tesla Superchargers, Level 2 chargers under a solar canopy and a custom electric shuttle van.



You will learn firsthand from expert guest speakers about:

1. Hotel Marcel’s guest experience in e-mobility,
2. The state of public EV charging and opportunities for improving it,
3. The latest updates in state and federal EV/EVSE incentives and V2G,
4. Best practices for transitioning vehicles and homes to all-electric,
5. How to move municipalities to 100% clean, renewable energy,
6. The societal and environmental benefits that proposed regulations for light, medium and heavy-duty vehicles under Advanced Clean Cars II (ACC II) provide for Connecticut.
7. Zoning for EV readiness

Date: September 9, 2023

Hours: 12:00-4:30

Buffet Lunch: 12:00
Presentations: 12:00-3:00
Networking and Car Show 3:00-4:30

Host: Hotel Marcel, 500 Sargent Drive, New Haven, CT 06511

Organizer: EV Club of CT

Partner: Tesla Owners Club of CT

Thank You to Our Generous Sponsors: Hotel Marcel, Live Green CT, EV Connect, Chargepoint, Maxwell Vehicles, and the Greater New Haven Clean Cities Coalition.

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Contributing to 21st-century clean transportation for all

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Speaker Schedule:

12:00-12:15: Welcome address from Bruce Becker, lead architect and owner/developer of Hotel Marcel New Haven and Chairman of the EV Club of CT. Guests will be treated to an overview of the e-mobility customer experience at Hotel Marcel, the country's first zero emissions and Passive House hotel.

12:15-12:45: Out of Spec Dave will share his experiences charging his EVs at various public charging stations, sometimes across long distances, to map the current state of publicly-available EVSE and how the customer experience can be improved to accelerate EV adoption.

12:45-1:15 Mark Scully, President, People's Action for Clean Energy (PACE) will present their model for decarbonizing at the municipal level. PACE is an all-volunteer public health and environmental organization formed in 1973 by a group of concerned Connecticut citizens to promote the development of clean energy, encourage energy efficiency and conservation and

challenge Connecticut's commitment to nuclear power. Over many years, PACE has engaged in education, outreach and advocacy on clean energy issues. PACE is committed to developing a pathway to a 100% renewable future, free of fossil and nuclear fuels. PACE is the largest all-volunteer organization in CT working on these issues, and is a non-profit 501(c)(3) organization.

1:15-2:05: Vehicle and home electrification panel discussion + Q&A with moderator Barry Kresch, President, EV Club of CT, and panelists Paul Braren, owner of TinkerTry and an all-electric home, and Rick Rosa, Senior Manager for EV Programs and Products from Avangrid/United Illuminating. Decarbonizing vehicles and the built environment requires working with a suite of incentives, electric utility programs, and equipment vendors. Learn about the latest EV/EVSE incentives and how the EDCs (utilities) are thinking about Vehicle to Grid (V2G) connectivity. Paul will share best practices and lessons learned from going all-in on his home remodeling by enrolling his Tesla Solar Roof and Powerwalls in Tesla's Virtual Power Plant (VPP) with ConnectedSolutions program, powering two EVs utilizing Managed Charging and Charge on Solar, maximizing efficiency and savings by installing a SPAN smart electrical panel and installing heat pumps for year-round comfort with no natural gas.

2:05-2:30: Charles Rothenberger, Climate & Energy Attorney, Save the Sound will present highlights of the Regulations for Light, Medium and Heavy-Duty Vehicles under Advanced Clean Cars II (ACC II). In July 2023, Connecticut became the latest state to initiate adoption of the Advanced Clean Cars II rule, which will benefit society by requiring manufacturers to increase sales of electric and other zero-emission models within the state over time, culminating with 100% of new sales being ZEV in 2035.

2:30 – 3:00: Daphne Dixon, Co-founder and Executive Director, Live Green Connecticut and Director, Connecticut SWA Clean Cities Coalition, will present about Zoning for EV Readiness,

a must attend for municipal decision makers.

Hotel Marcel bar and dining room

Networking and Car Show 3:00-4:30: Enjoy beverages and food at the hotel bar while networking with other guests, and head outdoors to the lot adjacent to Hotel Marcel's Superchargers to enjoy the car show while networking with EV owners that are members of **Tesla Owners Club of CT, the EV Club of CT and the Westport Police Department.**

Hotel Marcel New Haven Superchargers with Teslas

RSVP required: Register here.
Interested in a sponsorship? Please email evclubct@gmail.com.
Parking at the hotel is available to all. Club members that are participating in the car show, please register your vehicles for that portion of the event.

Guests may register for:

1) both event tickets: the symposium and car show (only if you're showing a car),

2) only the symposium (attending the car show is open to all registered symposium guests)

3) only the car show (if you're showing a car and will not be attending the symposium).

Connecticut Formally Proposes To Adopt Advanced Clean Cars 2 Rules

Governor Lamont And DEEP Host Press Conference To Announce CT Formally Adopting New Regs

This was not your typical press conference. It wasn't a ribbon cutting for a new bridge, or better yet, for a new bank of DCFC charging stations funded by the NEVI (infrastructure) bill. It was about a wonky, weedy policy known as the California Air Resources Board Advanced Clean Car 2

regulations (ACC II). The Department of Energy and Environmental Protection (DEEP) was responsible for shepherding the process of CT adopting these (as directed by the legislature). As complicated as the regulations may be, they can be simply summarized: more stringent fuel-efficiency standards culminating with 100% of light duty vehicles sold being zero emission or low-emission by 2035. The new regulations also now cover medium and heavy-duty vehicles (MHD), and according to Commissioner Dykes of DEEP, diesel emissions will be reduced by 90%.

The other good thing about this is the agglomeration of states. This was noted in the press event but, perhaps, not with enough emphasis. Just as with the first set of CARB regulations, when you have California, New York, Massachusetts, Connecticut, and a number of other states, that ends up being 40% or more of the new vehicle market and it becomes a de facto national standard. Commissioner Dykes pointed out that air blowing into CT from the west is already "out of compliance." States like Ohio or Indiana that will not be part of this alliance, nonetheless will be getting cleaner vehicles.

Left to itself, industry, at least this industry, will not move fast enough to mitigate transportation sector emissions, the effects of which are already being felt. It is imperative to have policy that both pushes the industry to move faster as well as giving it the certainty it needs to plan. The first set of CARB regulations led to air quality improvements but it didn't address medium and heavy duty vehicles and it is now out of date. Adoption of ACC2 is an unambiguous win.

According to the League of Conservation Voters, adopting the California standards will reduce smog and air pollution by over 750 tons per year in 2035 and over 900 tons per year by 2050, and yield as much as $1.4 billion in avoided healthcare costs between now and 2050.

There is a public comment period that is open until August 23rd, 5 PM. Comments may be sent to **deep.mobilesources@ct.gov.**

CT EV Registrations pass 36,000

Commissioner Dykes said the number represents a 20% increase since January and 42% year on year. Not to put too fine a point on it, but we need more. The state hopes to have 500,000 by 2030. EV sales are climbing nationally and more models are being introduced all the time, but growth needs to turn sharply upward.

We do not yet have the underlying detail of these registrations.

NEVI (National Electric Vehicle Infrastructure) Update

Connecticut will have north of $50 million to spend on EV infrastructure courtesy of the Federal Infrastructure Bill. We've been anxiously awaiting news about when we will see actual results. The first phase of NEVI is to be devoted to building out fast chargers along major highway corridors. According to the newly appointed Deputy Commissioner of the Department of Transportation, Karen Kitsis, the rule-making is expected to be complete by the end of this year with shovels in the ground in 2024.

E-Bike Rebates Explode

The CT state EV rebate program, CHEAPR, recently added an e-bike incentive. It blew through its entire budget allotment, supporting over 6,000 rebates, within 13 minutes of its going live.

Benefits of Workplace Charging – Upcoming Webinar

Workplace Charging – An Underappreciated Part of EV Charging Infrastructure

UPDATE

This program featured panelists Ryan Boggio from Clean Cities, Marriott Dowden from United Illuminating, and Catherine Duncan from the CT Green Bank. Key discussion points:

- There are benefits with workplace charging that accrue to businesses, fleets, and employees.
- There are considerable financial incentives available to customers of Eversource and United Illuminating to offset the cost of the equipment and installation.
- The CT Green Bank offers affordable financing options, as well as the ability to participate in the state's nascent carbon credit market and earn money every year for each charger that is installed.

The webinar has been posted on YouTube.

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We need more EV chargers. Lots more. Significant progress is being made, courtesy of recent federal legislation in particular, but the majority of the firepower is concentrated in expanding DC fast charging along major highway corridors,

and to a lesser extent, downtown areas. Workplace charging can fill a critical gap and meaningfully contribute to alleviating range anxiety concerns, along with being a big win for employees and their employers.

Workplace charging benefits:

- Creates charging access for employees who lack it where they live.
- Attract/retain employees.
- Can include charging in employee benefits portfolio.
- Induce employees to go electric when they get their next car (especially if it is part of a program that educates them about EVs).
- Company can be seen as an environmental leader and be part of the conversation locally about moving to net-zero.

For those interested in learning more, there is a webinar scheduled for **June 29th at 12 PM** for one hour, presented by CT Southwestern Area Clean Cities, CT Green Bank, United Illuminating, and the Bridgeport Regional Business Council covering:

- Introduction to workplace charging: understanding the importance of workplace charging infrastructure and its role in supporting the transition to electric mobility.
- Financing an EVSE project: learn from experts at the CT Green Bank and UI as they discuss financing options and opportunities to support workplaces in implementing their EVSE projects.
- Benefits of Workplace charging: discover how workplace charging positively impacts employees, businesses, and the surrounding community.
- Q&A session: engage with our panel of experts and get technical questions answered.

Free registration at this link.

20 Level 2 Chargers Installed at Department of Transportation HQ

Photos by Paul Braren

20 EVSE L2 Chargers at DOT

An EV charger installation at DOT headquarters in Newington is now open. The location is 2800 Berlin Turnpike. The 20 level 2 chargers are from EVSE, LLC, an Enfield, CT based manufacturer. The chargers have J-1772 connectors. They are 40-amp units and there is a 4-hour parking limit. That amount of time should get most vehicles ~140 miles of charge.

These chargers are currently open to the public and the price is right (free)! We do not know how long either of these conditions will last. The chargers are at the DOT building, not in a downtown parking lot, so not the most convenient for someone who does not have business at DOT or the immediate area. But we'll take more chargers anywhere we can. This location is noted in PlugShare with a number of happy check-ins over the free juice.

One of the features of these chargers is auto-coil. When the cord is disconnected from the vehicle, there is a mechanism to automatically retract the cord into the housing of the charger, which is clearly seen in the photo of charger number 20 below. This is a valuable feature. Many older chargers have cords that need to be manually wrapped, which is a nuisance that people frequently don't bother doing. The cord ends up flopping on the ground, subject to damage from becoming overly

entangled with itself, snow or ice, or cars driving over it. That is the best way to get out-of-service chargers. Whether it is auto-coil or other systems that do a similar thing, this is a best-practice with EV chargers.

The Rivian R1T in the photos has a camper package. This is a third-party package that fits the Rivian. Rivian camper packages have seen lengthy delays.

It’s Magic

Tesla Debuts Combo Port to Accommodate CCS Charging

The photo above, taken by Paul Braren at the Tesla Superchargers in Brewster, NY, displays the new Tesla “Magic Dock.” That is the hunk of plastic at the upper left of the connector. The Tesla connector is plugged into a Combined Charging Standard (CCS) adapter.

Federal NEVI Funding Moves Tesla to Accommodate Open Standard

The background is the National Electric Vehicle Infrastructure (NEVI) part of what is referred to as the bipartisan Federal Infrastructure Bill that predated the Inflation Reduction Act (IRA). There’s money in the air, $5 billion from this legislation, as well as additional funds in the IRA, but proprietary technology will not qualify for federal grants. The CCS standard is used for DC fast charging for every non-Tesla EV. The Tesla charging network is already the most robust. This will enable them to tap federal funds to further accelerate their expansion. The Tesla network has very strong uptime and performance metrics and its entry into the CCS charging space promises to be a major boon for non-Tesla drivers.

7,500 combo chargers by the end of 2024.

As included in a White House press release, “Tesla, for the first time, will open a portion of its U.S. Supercharger and Destination Charger network to non-Tesla EVs, making at least 7,500 chargers available for all EVs by the end of 2024.” That number includes destination chargers, which are level 2 chargers, and it did not specify a breakdown of destination vs Superchargers.

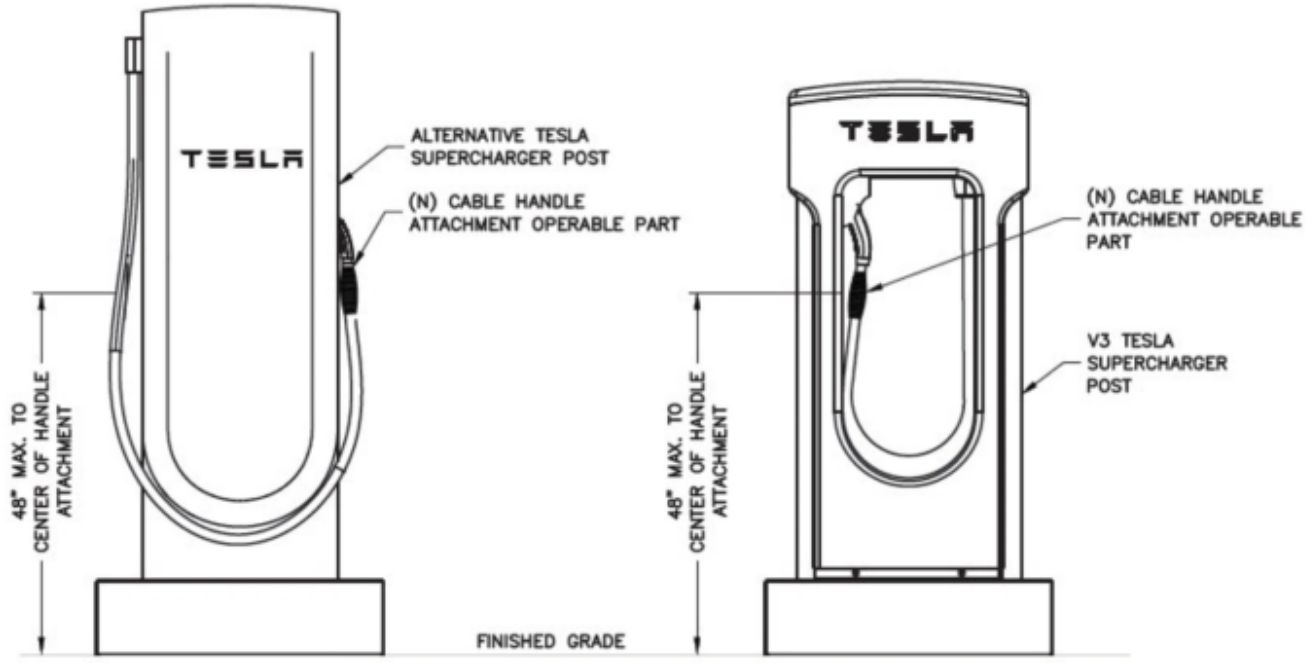
Using the Magic Dock

When a driver uses this combo connector, the smartphone app will tell the charger what kind of car it is. At present, the app is a Tesla app, which can be downloaded by owners of non-Tesla EVs. We’ll see if that creates a problem with the Feds if they demand a more open system. If the app recognizes a Tesla, the charger will unlock only the Tesla connector. For other vehicles, it will unlock the connector with the CCS adapter attached. In the latter case, the CCS adapter will be locked to the Tesla connector so that someone doesn’t make off with it. At present, there are only a small number of these combo chargers installed. According to the Tesla charging network maps, none are in CT; they are only in New York and California.

There is one other issue. This photo is a V3 charger. At Tesla chargers, vehicles back in and the charging port is at the driver’s side-rear of the car, similar to where a gas tank is usually located. The length of charger cord needed to reach the port is pretty short. Different manufacturers locate charging ports in different places on the car. There have been reports of vehicles parking at an angle or horizontally, and taking up multiple spaces, in order to be able to plug in. It is not a simple matter to switch out these cords for longer

ones. They are liquid cooled and would experience power loss. Tesla has removed the bollards from at least some of the superchargers, which would provide a tad more wiggle room. Hopefully, nobody crunches into something they shouldn't!

The solution is a new design, which is what Tesla has previewed here:



The V3 is on the right and the new V4 is on the left. Note the different style of connector with a considerably longer cord, external mounting, and much taller unit in general. That seems to be a good answer. Now we await word on the timing of the planned rollout, which may well be contingent on the timing of the grant funds.

Big Charger Installation

Underway in Westport

Update: 4/27/23

The installation of 12 chargers is complete, including Eversource installing transformers and the town wiring them to the charging units. They have not yet been turned on. We await word from the Town when that will be and if there will be a fee to use them.

Baldwin Parking Lot to Host EV Chargers

The photo shows several JuiceBar Level 2 chargers being installed in the Town owned Baldwin Lot in downtown Westport. According to CT-based manufacturer, JuiceBar, they have been commissioned to install 12 of these units. The Town of Westport advises that they have also installed all the necessary conduits, circuitry, etc. to accommodate an additional 12 units, the timing for which is to be determined. The Town also advises that all going forward planning for parking now includes EV charging.

From the Town's perspective, the installation is complete. What remains is for Eversource to do its part – pulling in the primary service cables, setting the new transformer, and wiring it to their side of the electric meter so the distribution panels will become energized. Eversource has not given a specific date. The Town estimates 4-6 weeks.

These are 80 amp units, which is as powerful as it gets for a 240 volt, Level 2 charger. Most level 2 public chargers are 30 or 40 amps. Where that matters is charging speed for vehicles that can take advantage of it. A vehicle's onboard charger converts the AC current to DC and controls the flow of energy.

It takes an onboard charger of 19.5 kW to fully utilize this level of power, which will deliver over 80 miles of range per hour of charge. If your vehicle’s onboard charger is lower than 19.5 kW, and most are, it simply means the rate of charge will be slower. It will not damage the battery. It is forward-looking that a unit with this amount of power is being installed. The capacity of onboard chargers is steadily increasing as battery technology improves.

To be clear, these are not Level 3 DC fast chargers. These chargers are located in a lot where vehicles are typically parked for an hour or two as there are numerous stores and restaurants in the immediate area. But now that hour or two can bring with it a substantial amount of charge, as opposed to the relatively token amount of mileage on many of the low-powered units that are out there.

These units have J1772 connectors.

The charging may be free when the units are first fired up. The town has provided free charging at its other EV chargers (library, Town Hall, both Metro-North depots, Staples). That will change. When and how much has not yet been decided.

Charging Cluster at Hotel Marcel

24 Chargers at Hotel Marcel in New Haven

Photos: Hotel Marcel, Maxwell Electric Shuttle Minibus parked at an EVConnect charger, Solar Canopy and Tesla chargers, charging under the canopy

At long last, the chargers at the Hotel Marcel in New Haven are live. The hotel is located in the Long Wharf area, next door to IKEA. There are 12 Tesla 250 kWh Supercharger stalls and 12 level 2 chargers from EVConnect with J-1772 connectors. The infrastructure is present to triple the number of L2 chargers to 36. You can use the EVConnect app to use them. Just download it from Apple App Store or Google Play, then scan the QR code, use the Guest Checkout option, then charging starts right away. Alternatively, if you already have a ChargePoint account, you should be able to start charging by just tapping your phone on the charger, or using the ChargePoint app. The rate for the level 2 charging is set by

the hotel and it is being made available gratis. Tesla is responsible for setting the supercharger rate.

The IKEA next door has another 2 level 2 chargers (free) and there is a planned Electrify America level 3 installation coming.

The lobby area of the hotel is open 24/7 with rest rooms and food available. While you are there, check out this very cool facility, housed in a 1960’s landmark Brutalist building retrofitted as the nation’s first net-zero hotel. Power comes from solar panels on the roof and solar canopies, complemented with batteries, energy efficient electric appliances and fixtures. Even the elevators have “regenerative braking” when they are descending. The 11th Commandment: No electron shall go to waste. The insulation is very tight, including the German-made windows, which allow for passive heating in the winter. All of this makes for effective sound insulation, as well. Even though it is near a busy highway, the rooms are totally quiet.

20 Chargers Coming to Fairfield

The Town of Fairfield will be installing 20 level 2 charging ports (10 dual port units) at Sullivan Independence Hall sometime in first quarter 2023. These are intended for use by the town fleet. The town doesn’t have the vehicles yet – like with everyone else, deliveries are slow. But it’s great they’re thinking ahead. These are networked and could be repurposed for consumer use, but it is not known if that will happen.

Both the Hotel Marcel and the Town of Fairfield made use of the utility incentives for these installations.

Volta Chargers at Amazon Fresh

Photo by David Dreyfuss/Post by Barry Kresch

Update:

These chargers have been ordered removed. The site has been approved for chargers but not the signage.

How Did That Happen?

Volta is a company that installs charging stations at their own expense at highly trafficked locations which are free to users. These chargers are at the site of the former Barnes and Noble on Post Road East in Westport, now being renovated as an Amazon supermarket due to open later this year.

Volta chargers have large screens that display digital advertising. Its business model is that the advertising covers the cost of installation and power, plus earns a profit. The business benefits from having this amenity (and Amazon has made sustainability a corporate focus). Volta chargers typically have J1772 connectors.

While we always welcome EV charging stations, the odd thing about this is that a proposed Volta installation just down the road at Stop and Shop was nixed by Westport Planning and Zoning, the reason being that the video display was non-conforming signage. Do they think these will remain invisible?

Volta chargers can be found at the new upscale mall, The Sono Collection, in Norwalk. Malls and supermarkets are ideal locations from Volta's perspective with people constantly

coming and going, the better to bulk up the number of advertising exposures. The chargers are placed in a prominent location, not ancillary parking. Volta has a master agreement with Stop and Shop to install chargers at a number of their locations, including 2 locations in Norwalk.

Just don’t try and sneak in for a charge after hours. They typically turn off the units when the business is not open. Operating hours can generally be found on the PlugShare app. These chargers are not yet listed because they are not yet live.

Hotel Marcel Cluster of EV Chargers

The photo above is the solar canopy in the parking lot of the net zero Hotel Marcel in the Long Wharf area of New Haven. The newly opened hotel, powered by solar panels on the canopies and the roof of the building, is soon to be home to one of the newest clusters of EV chargers in the state.

There are 12 Tesla Superchargers, along with EVConnect level-2 chargers with J1772 connectors. The initial level-2 installation will be 10 level-2 ports (5 dual port units), eventually growing to 30 ports. The infrastructure for the expansion is already in place.

The level 2 chargers are under the canopy. The Superchargers are close to the canopy. Basically, whomever plugs in will have a sheltered walk to the front door of the hotel. The chargers are located at the far end of the lot to discourage ICEing.

The units are not live as of this writing. There is a “splice box” that has yet to arrive for the transformer. It is hoped that the units will be online by mid-August but we’ll publish updates as more information becomes available. We are waiting for the chargers to come online to schedule a planned EV Club meeting at this facility.

There are also 2 level-2 ChargePoint chargers just a few feet away near the entrance to Ikea. These are in operation.