

Connecticut Deserves Clean Air

Advanced Clean Cars II Campaign

The bureaucratic term of art for the air quality in Connecticut is non-compliant. Yes, it's dirty. We do not meet the requirements of the EPA clean air rules. Transportation is the most polluting sector and the easiest to decarbonize. The technology is here. It is steadily declining in cost. The ACC II regulations, the follow on to the first set of California standards, will get us there faster and with better consumer protections.

With the fate of this program hanging in the balance, and a concerted push from fossil fuel interests to kill it, the advocates have placed ads in local newspapers, billboards, and on chargers that accept ads. This is the ad that appeared in the CT Post. If you are concerned about cleaning up our air by accelerating EV adoption, please tell you state legislators. They need to hear from you now.

Also, see our op-ed in the [CT Mirror](#).

Paid Advertisement

CONNECTICUT DESERVES CLEAN AIR

Connecticut clean truck and clean car standards can deliver health, economic and climate benefits across the state.

BUT INDUSTRY LOBBYISTS WANT TO KEEP POLLUTING

State leaders can improve the health of Connecticut's communities and stand up to polluting interests by supporting clean cars and trucks **NOW**.



Paid for by Save the Sound

Advanced Clean Cars II – Advocacy Alert

Advocacy Alert: Reach Out To The Legislators on the ACC II Legislative Review Committee

Contact information is provided at the end of this post.

What follows is a not so brief background that could easily be a lot longer. There is also be an upcoming webinar, produced by the Interreligious Eco-Justice Network. Scheduling and registration link here:

Clean Cars, Clean Trucks, and the Fight for Clean Air

Monday, October 30 – 7:00 pm – 8:30 pm

REGISTER HERE – <https://cleancarscleantrucksandthefightforcleanair.eventbrite.com>

ACC II Is Follow-on to California Emission Standards

When the federal Clean Air Act was passed in 1970, it recognized that California had already established its own regimen of emissions standards. California, particularly the Los Angeles area, had already been grappling with smog for a long time. And so California was given a waiver to continue to establish its own standards, which were more stringent than the federal standards. That is the overly-simplistic history

of why there are two standards.

Many states, including Connecticut, have followed the California standard for tailpipe emissions, which became the de facto standard for manufacturers. It was easier for them to live with the more stringent standards than to have different vehicles for sale in different sets of states.

The acronyms that you hear around this are **ACC (Advanced Clean Car)** regulations and CARB (California Air Resources Board), the state agency that sets the California standards. The first set of ACC regulations addressed light-duty vehicles for model years 2015 – 2025. This follow-on set of regulations, known as Advanced Clean Cars Two or ACC II, begins with 2026, although the CT version would start a year later due to the current timing of enactment. The CT version is the CA version. The choice is binary: use the weaker federal standards or the more stringent CA option.

Why Do We Need This?

It's obvious, right? Just look at the chart at the top (data from NASA, published by Axios). But, aside from global warming, there are local concerns.

- Air quality in CT is terrible. The state receives failing grades from the American Lung Association and fails to meet federal air-quality standards.
- The transportation sector accounts for about 38% of greenhouse gas emissions but also a significant amount of Nitrogen Oxides, a component of smog, and particulate matter. These contribute to cardio-pulmonary disease, cancer, low birth weight and birth defects.
- ACC II applies to all vehicles, in other words, trucks as well as cars. The pollution profile varies for different classes of vehicles, but it's all bad.
- This is an important environmental justice measure. Pollution and its public health consequences fall

disproportionately on disadvantaged communities.

- The Department of Energy and Environmental Protection, DEEP, analyzed the impact of ACC II on CT and modeled enormous reductions in greenhouse gasses and pollutants as described in the table below.

Table 2: Cumulative ACC II Emissions Benefits Compared to the Business-as-Usual Scenario, 2025-2040 (Model Year 2027 implementation)

	NO _x	PM _{2.5}	WTW CO _{2e}
By 2030	460 US tons	31 US tons	3.6 million metric tons
By 2035	1,873 US tons	143 US tons	16.7 million metric tons
By 2040	4,341 US tons	324 US tons	39.5 million metric tons

Health Benefits

According to the American Lung Association, CT can expect the following health-related benefits from cleaner air.

- \$11.5 billion in monetized health benefits
- 1,060 premature deaths avoided
- 22,900 asthma attacks avoided
- 120,000 lost work days avoided

Wide Support

It may not come as a surprise that the EV Club supports this, along with other Connecticut EV Coalition members including [Save the Sound](#), [Acadia Center](#), and the Sierra Club, along with numerous other environmental organizations.

Charles Rothenberger, climate and energy attorney at Save the Sound and manager of the Connecticut EV Coalition, spoke at our September 9 [Northeast Electric Vehicle Symposium \(NEEVS\)](#) on this timely topic. “Two decades ago, Connecticut became a leader on cleaner transportation by adopting the Clean Cars I

standards. Now it's time to take the next step in achieving the kind of emissions reductions that the best available science tells us are essential for the health of people and the planet. Taken together, the regulations introduced today will provide long overdue updates to our vehicle standards, placing Connecticut on the path to transforming and modernizing the transportation sector and providing substantial environmental and health benefits for the citizens of Connecticut."

The most controversial part of the regulations is the requirement that manufacturers no longer produce ICE vehicles as of 2035 (light-duty). Everything has to be a plug-in vehicle, though up to 20% of the plug-ins can be PHEV.

The automotive industry is lining up behind these regs. A number of manufacturers have already announced they are transitioning their fleets to electric roughly in this time frame. The Alliance for Automotive Innovation, a trade association for the legacy manufacturers, has endorsed it, as has the Truck and Engine Manufacturers Association.

The dealers seem to be taking a more neutral position. Their job is to sell what the manufacturers produce. However, the National Automobile Dealers Association states on its website: *"Electric and hybrid vehicles are here, and America's vast franchised dealer network is eager, excited, and essential to the successful deployment to the mass retail market. Dealers are all-in on EVs and are investing billions of dollars in their stores and staff to improve the purchasing experience and reduce barriers to electric-vehicle ownership."*

These regulations are needed to make a meaningful dent in our toxic, climate-warming emissions. The goals in the [Paris Agreement](#) of 2015 feel increasingly out of reach absent decisive action.

Its overarching goal is to hold "the increase in the global

average temperature to well below 2°C above pre-industrial levels” and pursue efforts “to limit the temperature increase to 1.5°C above pre-industrial levels.” **To limit global warming to 1.5°C, greenhouse gas emissions must peak before 2025 at the latest and decline 43% by 2030.**

ACC II provides a lengthy time horizon during which there is a gradual transition to zero-emission vehicles. Importantly, they provide a degree of certainty regarding marketplace conditions to the manufacturers, as well as manufacturer incentives for the building of affordably priced EVs.

ACC II Nearing the Finish Line, But a Potential Hurdle Remains

The CT Department of Energy and Environmental Protection (DEEP) received legislative authorization on a bipartisan basis to develop the rule making and conduct the required analysis. That part is finished. There has been a public comment period with a response from DEEP. The Office of the Attorney General has signed off on the regulations. **The final step before going to the Governor is for the Legislative Regulation Review Committee to sign off on it.** The committee is composed of 14 legislators with equal representation from both parties. The committee’s assignment is to review the regulations for adherence to legislative intent (which they clearly do). **Now, some members of the committee are signaling that they may try to block the regulations and the Republican caucus is taking steps to make a public case. [Here’s but one example.](#)**

If you clicked through to that article, you can see the FUDsters are out in force. And even though this originates with the Repubs, don’t make the mistake of thinking the Dems are immune to the pressure. We will be publishing additional content to address some of the questions being raised about the grid, the cost of EVs, and the economic impact. There’s a

lot to shovel. The regulations require a minimum of a tie vote to be enacted.

Please Take Action to Let Regulation Review Committee Members Know Why ACC II Is Positive for Connecticut

We ask your help to support the passage of these regulations. Contact as many of the committee members as you can using their information is below, asking them to support ACCII. You are welcome to use the bullet points above as a guide to your messaging.

REGULATION REVIEW COMMITTEE MEMBERS:

Position	Chamber	Party	Name (Email)	Towns Represented	Website
Co-Chair	House	D	Dathan, Lucy	New Canaan, Norwalk	http://www.housedems.ct.gov/dathan
Co-Chair	Senate	R	Kissel, John A.	East Granby, Ellington, Enfield , Granby, Somers, Suffield, Windsor, Windsor Locks	http://www.ctsenaterepublicans.com/home-kissel
Ranking Member	House	R	Carpino, Christie M.	Cromwell , Portland	http://www.cthousegop.com/Carpino/
Ranking Member	Senate	D	Maroney, James J.	Milford , Orange, West Haven, Woodbridge	http://www.senatedems.ct.gov/maroney
Member	House	R	Klarides-Ditria, Nicole	Beacon Falls, Derby, Seymour	http://www.cthousegop.com/Klarides-Ditria/
Member	House	D	Arnone, Tom	Enfield	http://www.housedems.ct.gov/arnone
Member	House	D	Godfrey, Bob	Danbury	http://www.housedems.ct.gov/Godfrey
Member	Senate	D	Hartley, Joan V.	Middlebury, Naugatuck, Waterbury	http://www.senatedems.ct.gov/Hartley
Member	Senate	R	Kelly, Kevin C.	Monroe, Seymour, Shelton, Stratford	http://www.ctsenaterepublicans.com/home-kelly
Member	House	R	McGorty, Ben	Shelton , Stratford, Trumbull	http://www.cthousegop.com/McGorty/
Member	Senate	D	Osten, Catherine A.	Columbia, Franklin, Hebron, Lebanon, Ledyard, Lisbon, Marlborough, Montville, Norwich, Sprague (Baltic)	http://www.senatedems.ct.gov/Osten
Member	House	D	Ryan, Kevin	Ledyard, Montville (Oakdale) , Norwich	http://www.housedems.ct.gov/Ryan
Member	House	R	Fishbein, Craig C.	Middlefield, Wallingford	http://www.cthousegop.com/Fishbein/
Member	Senate	R	Cicarella, Paul	Durham, East Haven, North Branford, North Haven , Wallingford	http://ctsenaterepublicans.com/home-cicarella

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

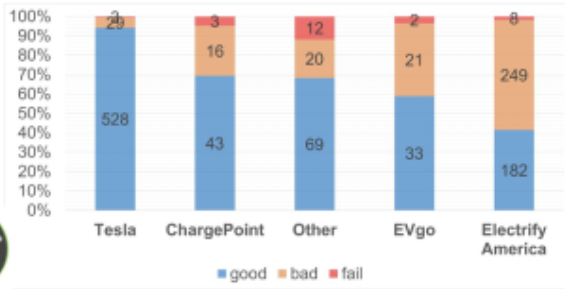
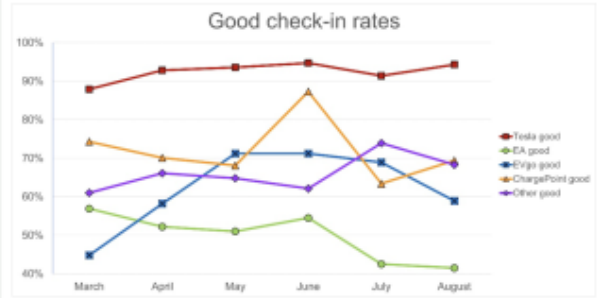
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Be Sure To Check In Every Charging Session on Twitter (X): @rateyourcharge

Welcome to the monthly report! At the end of each month we publish a newsletter summarizing data from hundreds of fast charger check-ins from regular EV owners. We hold no affiliations with any network, operator, or hardware manufacturer. Our goal is to provide objective feedback and data to improve your EV charging experience. If you would like to participate, tweet us @RateYourCharge and include a video or picture with your charging experience. Alternatively, you can use our Google Form (<https://forms.gle/c834zmP9zf16ZqRC6>).



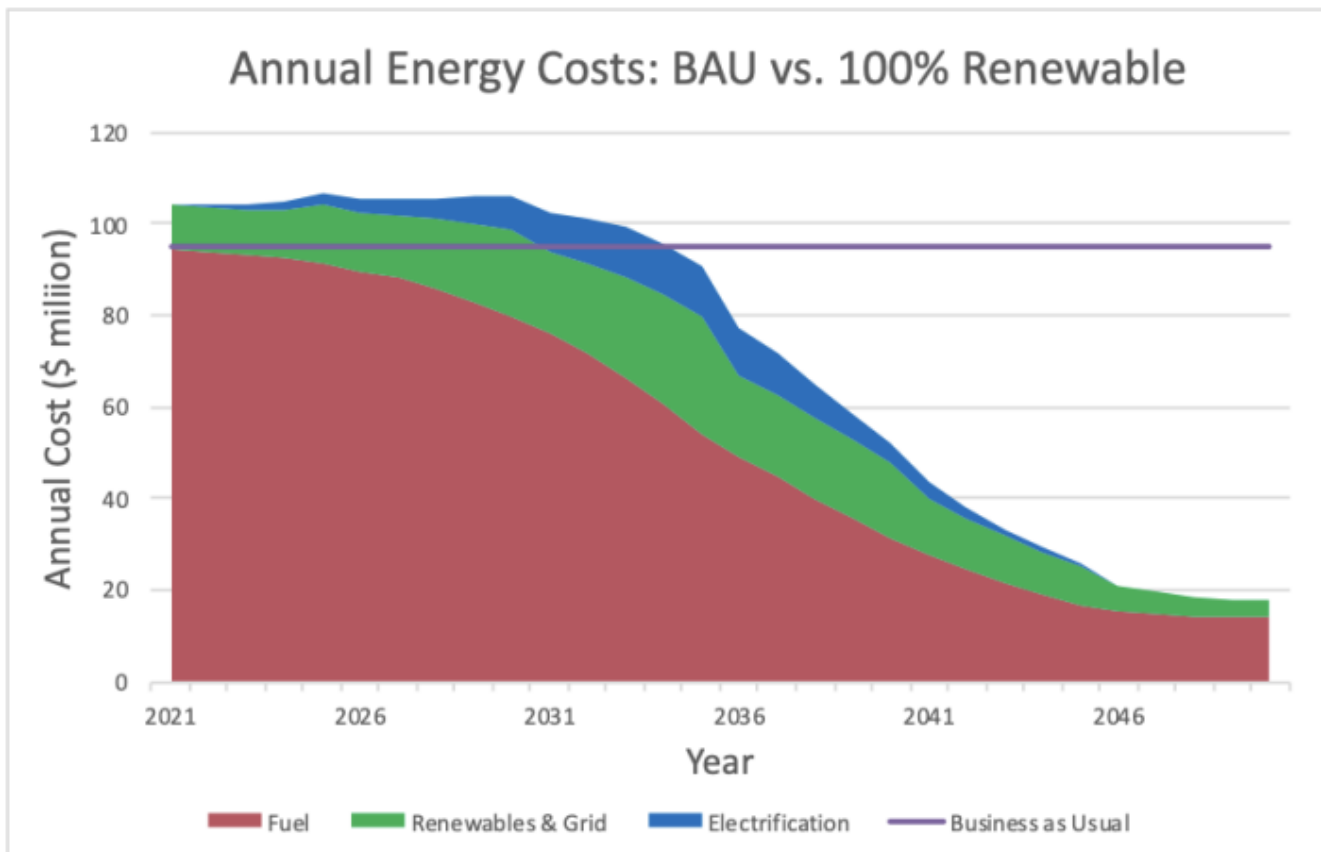
Of our 1218 check-ins, 560 were from Tesla, 439 were from Electrify America, 62 from ChargePoint, 56 from EVgo, and 101 from other operators.

Tesla kept its first place position as the most reliable network. They recorded the highest good check in rate of 94.3% and a very low failed check-in rate of only 0.5%. Their failed check-in rate is slightly higher than usual, but they are still extremely reliable.



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.

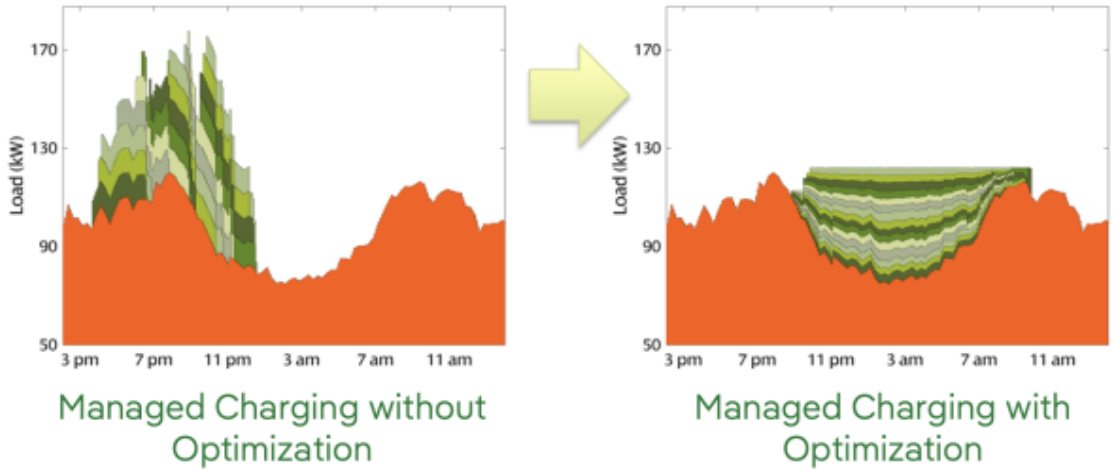


United Illuminating

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



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.

EV Zoning Regulations Opportunities



Lighting Requirements

Safety



Security Cameras

Decrease crime



Overhead Coverage

Ability to charge in inclement weather



Permitted use of advertising screens

Maintain character of neighborhood



Proximity to Services

Improved experience and benefit to local merchants



EV zoning regs that provide for those who do not have access to overnight charging

Prioritizing equity

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.

Transfer Provision - 2024

Turning a Tax Credit Into a PoS Rebate

- Disadvantages of a tax credit
 - Waiting for it
 - Requires tax liability to use it (no carry-forward)
 - In 2023, non-taxable entities must file for direct pay
- Transfer
 - Buyer transfers tax credit to the seller (dealer or manufacturer)
 - Buyer receives the tax credit as a point-of-sale rebate/seller reimbursed by Treasury
 - Applies to consumers, taxable, and non-taxable entities



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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GREATER NEW HAVEN
Clean Cities Coalition

Contributing to 21st-century clean transportation for all



MAXWELL



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).