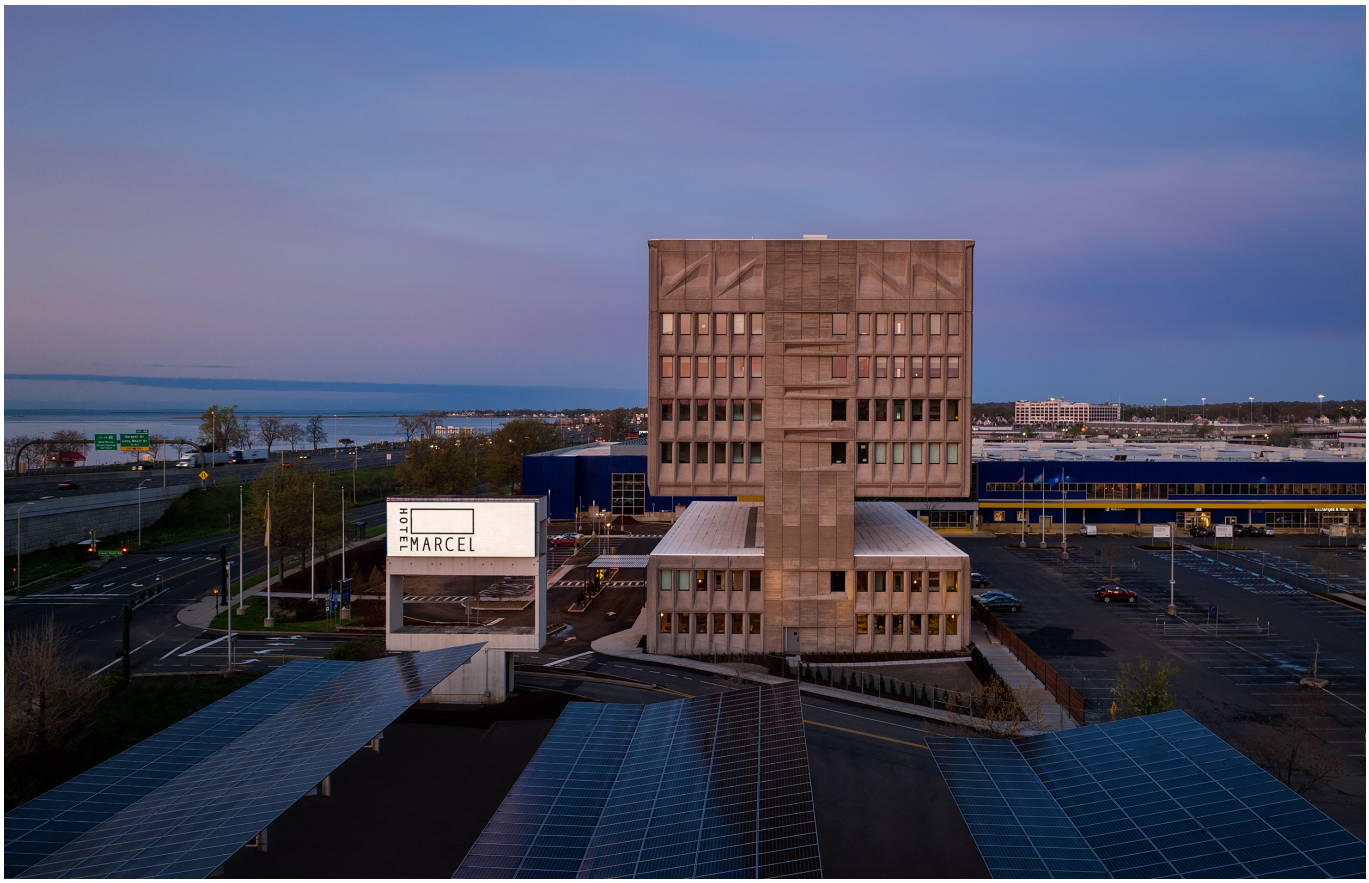
Northeast Electric Vehicle Symposium (NEEVS)

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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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).

EV Club Look-back on 2022

2022 was an action-packed year as you can see below. But we wanted to begin by saying a big **Thank You** to all of our members and supporters.

EV Evangelist Award

Club president, Barry Kresch, was given an award by Southwestern CT Clean Cities Coalition for Outstanding Leadership in EV Education. This award is a public acknowledgement of the positive contributions Barry and the EV Club of CT have made towards our mission of evangelizing the rapid adoption of EVs.

The Year of Incentives

With legislative and regulatory pushes at the federal and state levels, EV purchase and charging incentives became both more numerous and more complex in a big way over the past year – and it's not over yet. The IRS is still working on the rule-making for the incentives in the Inflation Reduction Act **and the US Treasury has delayed EV tax credit guidance regarding battery sourcing until March 2023**. DEEP is still in the process of implementing the changes to CHEAPR from PA 22-25, and PURA is conducting its year one review of the charging installation and managed charging incentives being offered via Eversource and United Illuminating with anticipated changes to follow. We have spent considerable time keeping up with developments on our incentives page and various blog posts.

Advocacy

We remain engaged with policy makers, including for SB-4 last year, which significantly augmented the CHEAPR program. Our biggest disappointment was another year without a direct sales bill. The club has a seat on the policy committee of the national Electric Vehicle Association, with whom we partnered to submit comments to the IRS regarding the Inflation Reduction Act. Similarly, the club partnered with our EV Coalition partner, Save the Sound to submit comments to the Public Utilities Regulatory Authority regarding the year one review of the utility incentives.

Speaking Engagements and Appearances

The club educates the public about EVs through virtual and in-person speaking engagements, panels and events. Engagements in 2022:

- Wakeman Town Farm Westport
- Transportation Summit – CT League of Conservation Voters
- Schiller Shoreline Lifelong Learning Institute in Guilford (with People's Action for Clean Energy – PACE)
- Y's Men – YMCA, Westport
- Greenwich Conservation Commission/Greenwich Sustainability Committee
- Westport Rotary
- CT Humanist Society – Hamden
- Town of Kent (with PACE)
- Sustainable Essex
- EVs for Law Enforcement – Clean Cities Panel
- Westport Senior Center
- Clean Transportation Day for legislators in Hartford

EV Showcases

There are numerous events around the state and the club supports as many as we can, sometimes by participating directly or other times by helping to recruit EV owners to exhibit their vehicles. We let our members know about these via emails, blog posts, and our event calendar and have participated in events from Greenwich to Essex. Showcases tend to cluster in spring and fall around Drive Electric Earth Day and National Drive Electric Week. We also supported the return of the Electric Car Guest Drive, an event in which EV owners are paid to **participate with their vehicles.**

Wilton Fire Department

As we did with Westport a year ago, we arranged for club members to bring EVs to the Wilton Fire Department for first responder training. Aside from the requisite instruction, these events are a lot of fun as the first responders we speak to are genuinely engaged and have many questions.

Food Rescue US

When gas prices spiked, the volunteer drivers that this organization depends upon to "rescue" food before it is discarded so it can be donated to organizations serving food insecure families became harder to come by. A number of club members stepped in to fill this need. Food Rescue advised us they considered club participation to be a huge success.

EV Club Joins for Event with Rivian Owners Club

The new Rivian R1T pickup and R1S SUV have begun to be delivered to reservation holders in 2022. In May, the EV Club joined up with the Rivian Owners Club for a meetup at the Bridgeport Brewing Company with Rivian owners showing their vehicles to EV Club members. Funds from an event fund raiser went to support our EV Coalition partner, Save the Sound. See the video tour.

CT EV Data

- EV Dashboard based on our Freedom of Information Act Requests of the Department of Motor Vehicles – updated semi-annually.
- CHEAPR rebates monthly and an annual summary of rebates by dealership (our proxy for EV-friendly dealers to the extent they sell CHEAPR-eligible vehicles).
- Ad hoc projects, such as the financial analysis done for the Westport Police Tesla Model 3 patrol car with the possibility of an update for the new Model Y patrol car.

Public Meetings

It has been more challenging to hold meetings during the pandemic. We have tried to fill the gap with virtual meetings

at which we hosted speakers. This year we had speakers from Eversource and UI discuss the new consumer and commercial charging programs. A brand ambassador from Aptera joined us to discuss their unique approach to a solarized EV. We ended the year with a gathering at the new net-zero Hotel Marcel in New Haven where we celebrated the opening of L2 and Tesla charging stations.

Aptera to Speak to the Club on April 12th

Aptera, Maker of Unique "AutoCycle" 3-Wheeled EV, to Present to EV Club

Save the date – April 12th, via Zoom at 7 PM. Registration link: https://us02web.zoom.us/meeting/register/tZ0pcOqhrjotGtdliZAhlNAaQBItwYud3A1t

Aptera, a lightweight, extremely aerodynamic vehicle with integrated solar has an electric range of from 250 miles with the base trim level ($25,900), up to 1000 miles at the highest of the 4 trim levels ($50,700). It has a drag coefficient of .13 (Tesla Model 3 is .23) and the ability to charge as much as 40 miles on a sunny day.

We have asked Aptera if they will bring one to CT so we can see it up close and possibly take it for a spin. They are not yet to that point, but our interest is noted.

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.

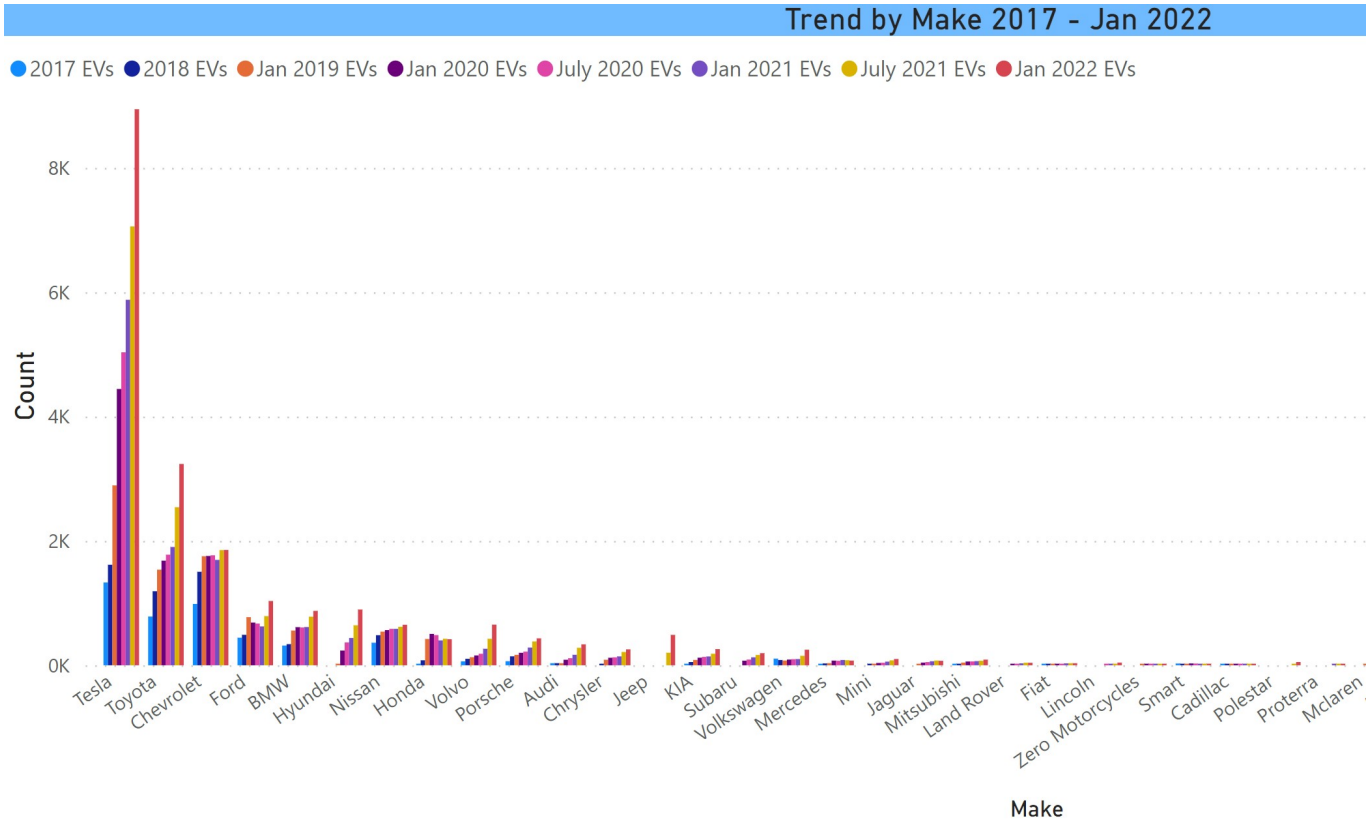
Finally, many people don’t know that it is possible to get these data using public records requests and that it breaks no laws. In this and a subsequent post, I summarize many, though not all, of the charts in the dashboard.

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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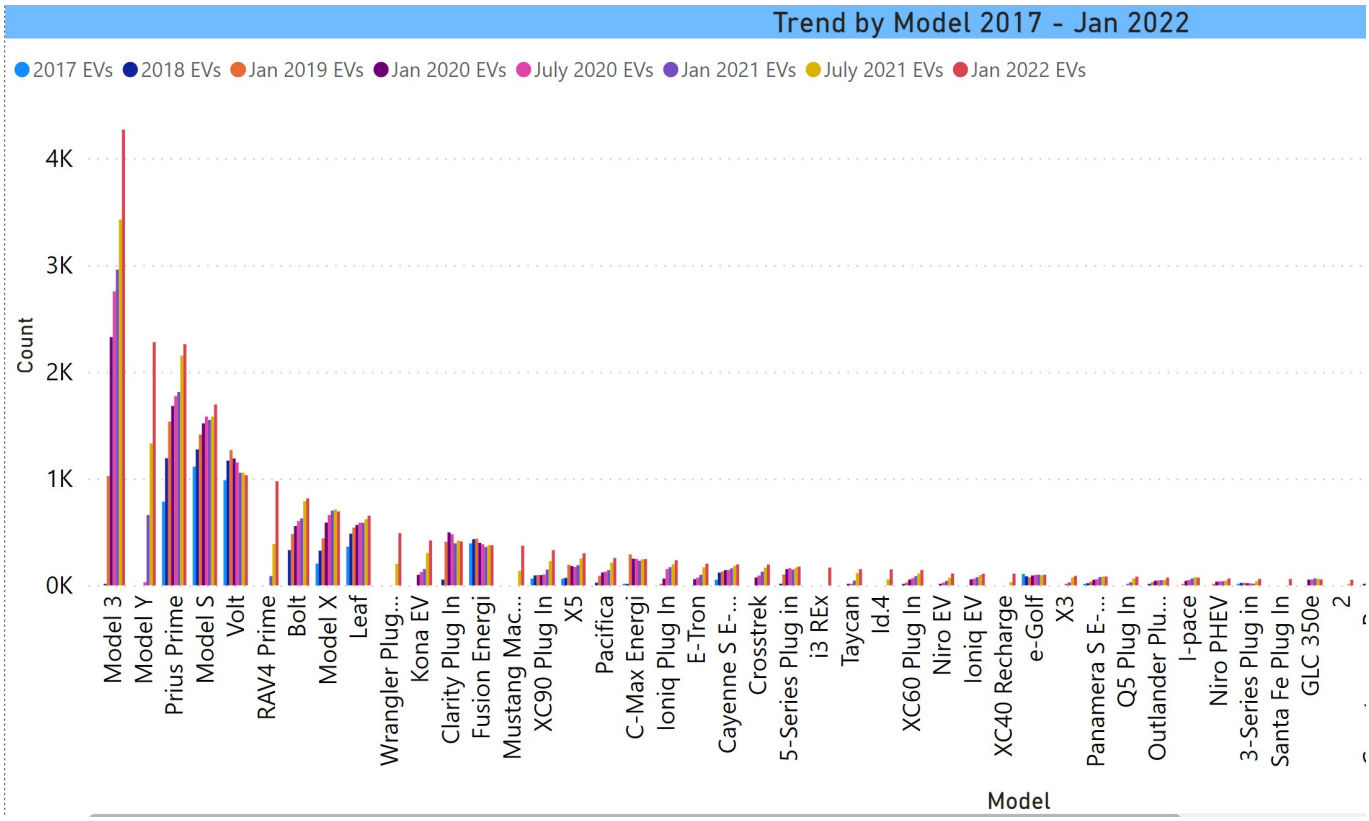
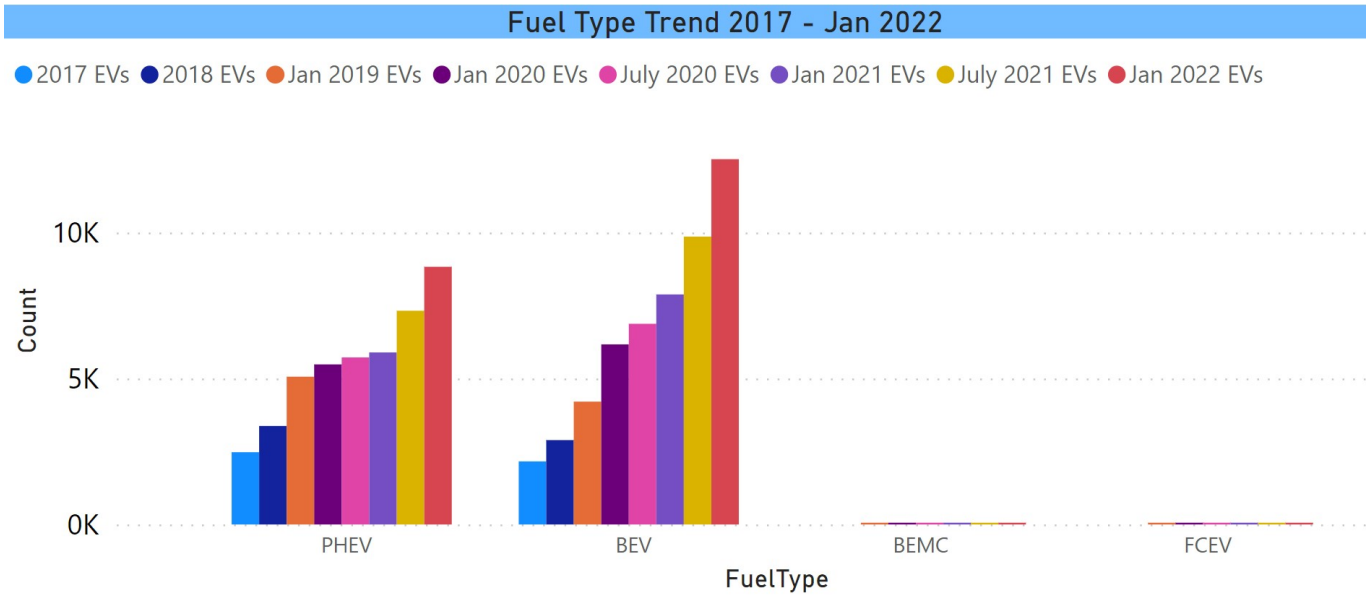
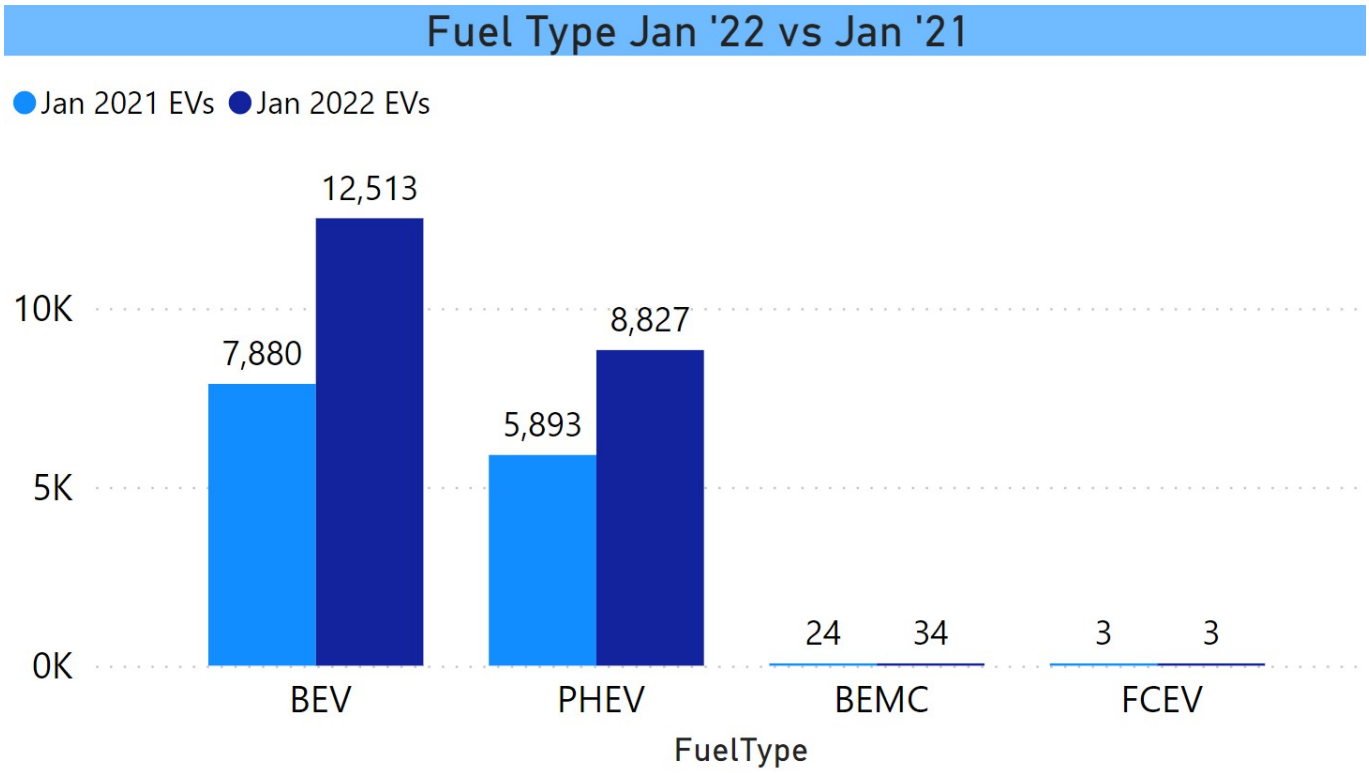


Fuel Type

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

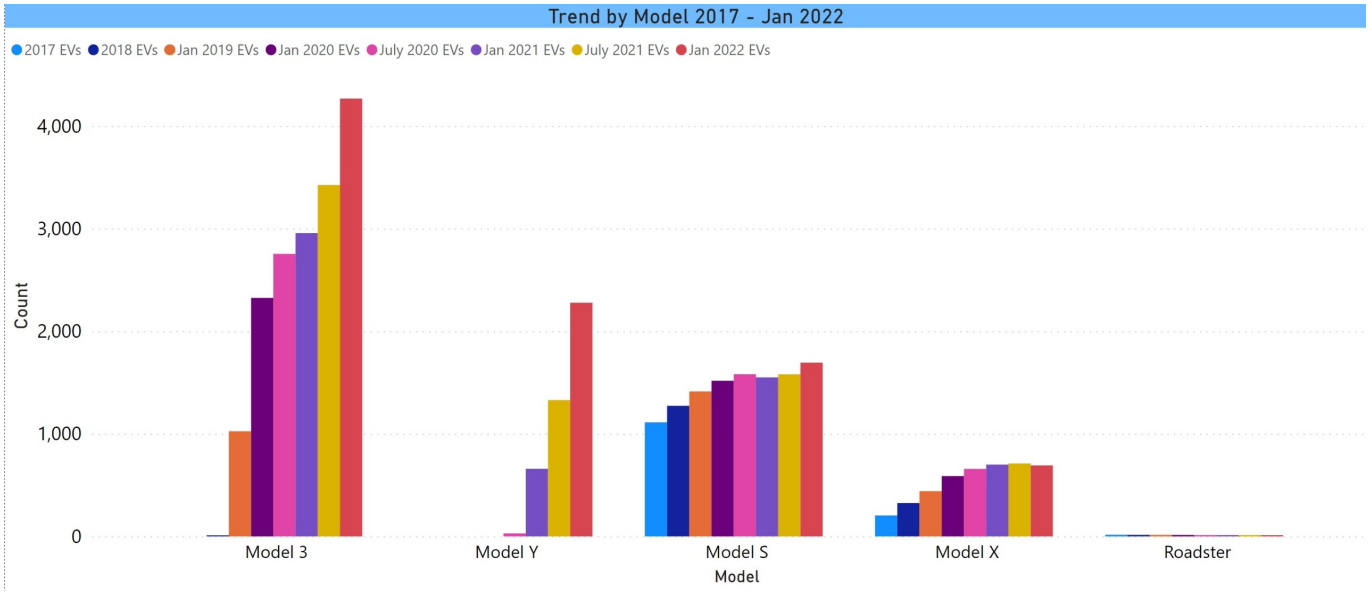
With 8944 registrations, Tesla is still way out in front of all other manufacturers. It is almost 3 times that of the number 2 make, Toyota, which has 3238, followed by Chevy with 1855. If the data are filtered for BEVs, the number 2 make is Chevy with 824.

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.

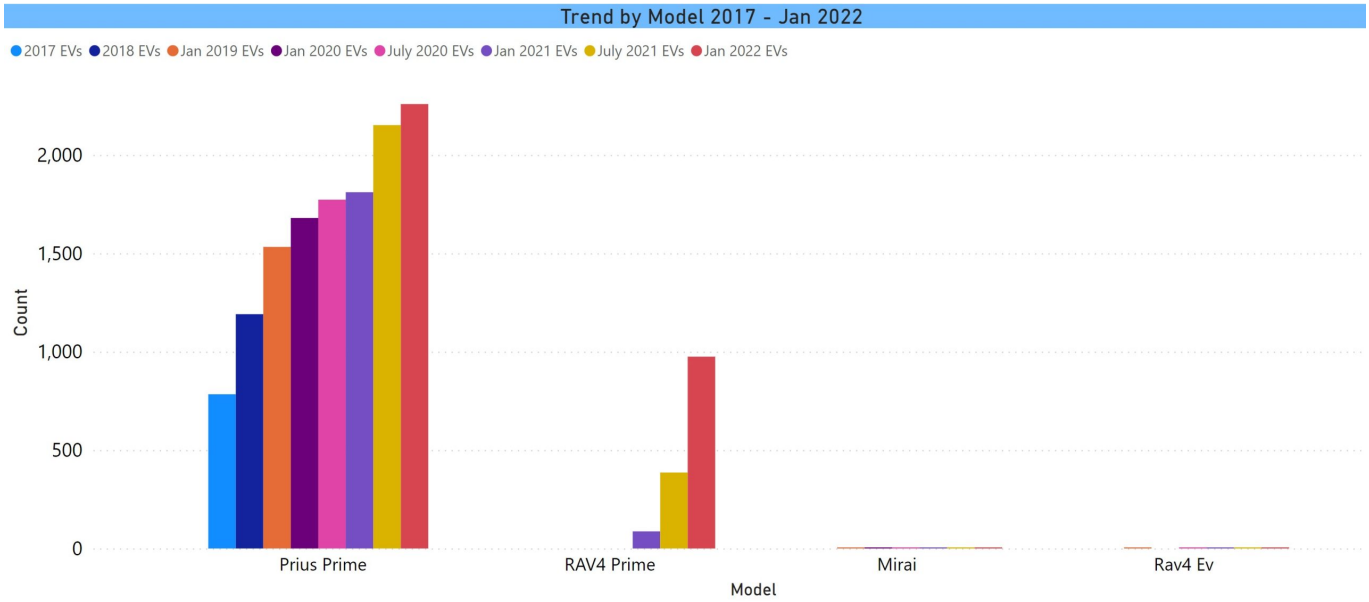


Toyota – 3238 Registrations

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

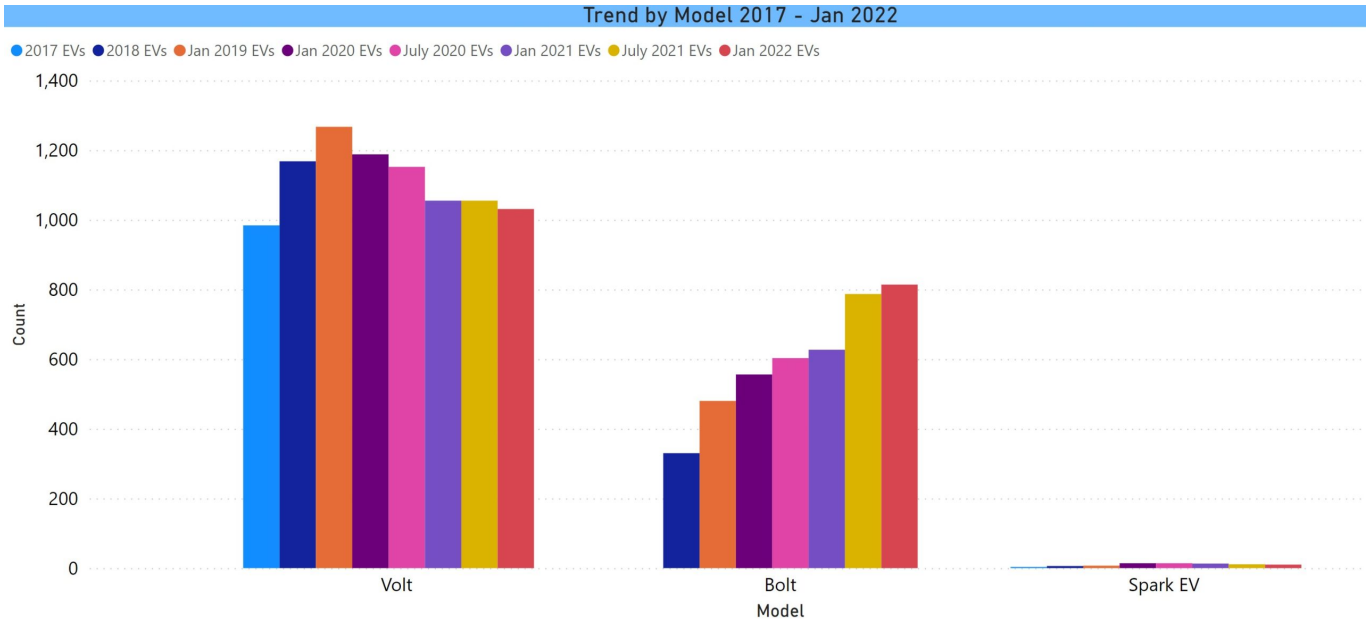
those, “Why did they bother building this?” head-scratchers with a pitifully short electric range of only 11 miles), is folded into the Prius Prime numbers. (There are 1838 Primes and 421 of the older model.)



Chevrolet – 1855 Registrations

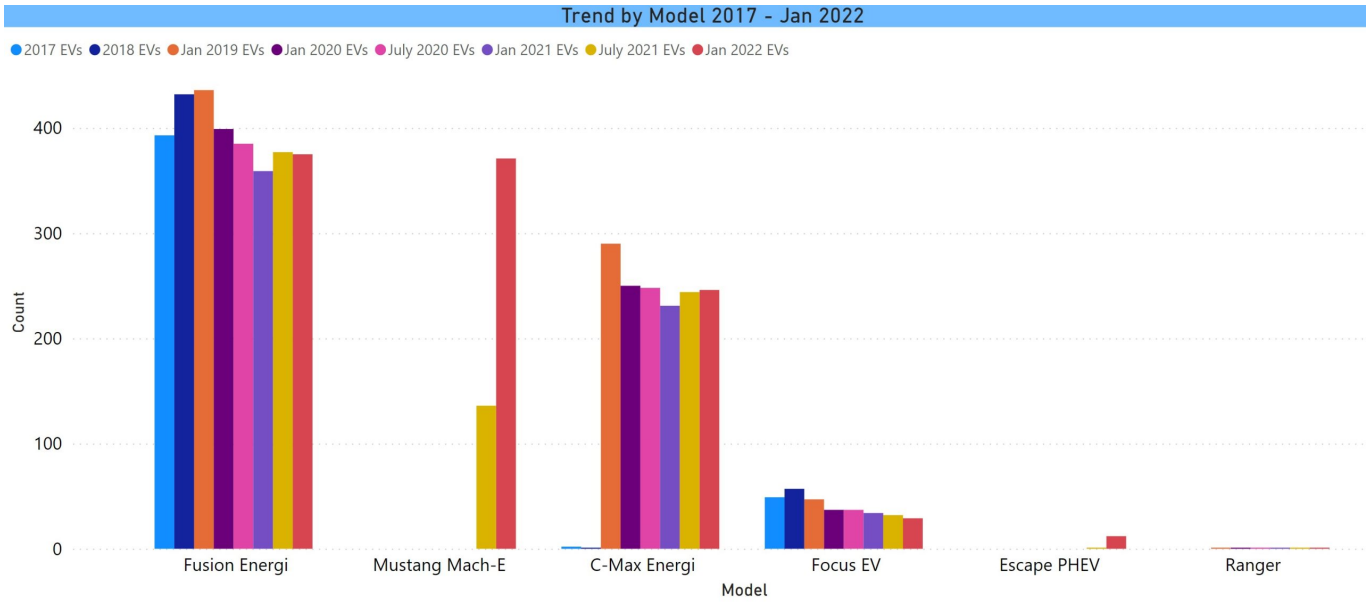
Chevy was at one time the leader in number of EVs registered, mainly driven by the now defunct Volt PHEV. Of course, Chevy is the tragic story of last year with the extensive recall of the Bolt due to a small, but unpredictable, incidence of battery fires. After the Bolt’s refresh with a lower price 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.



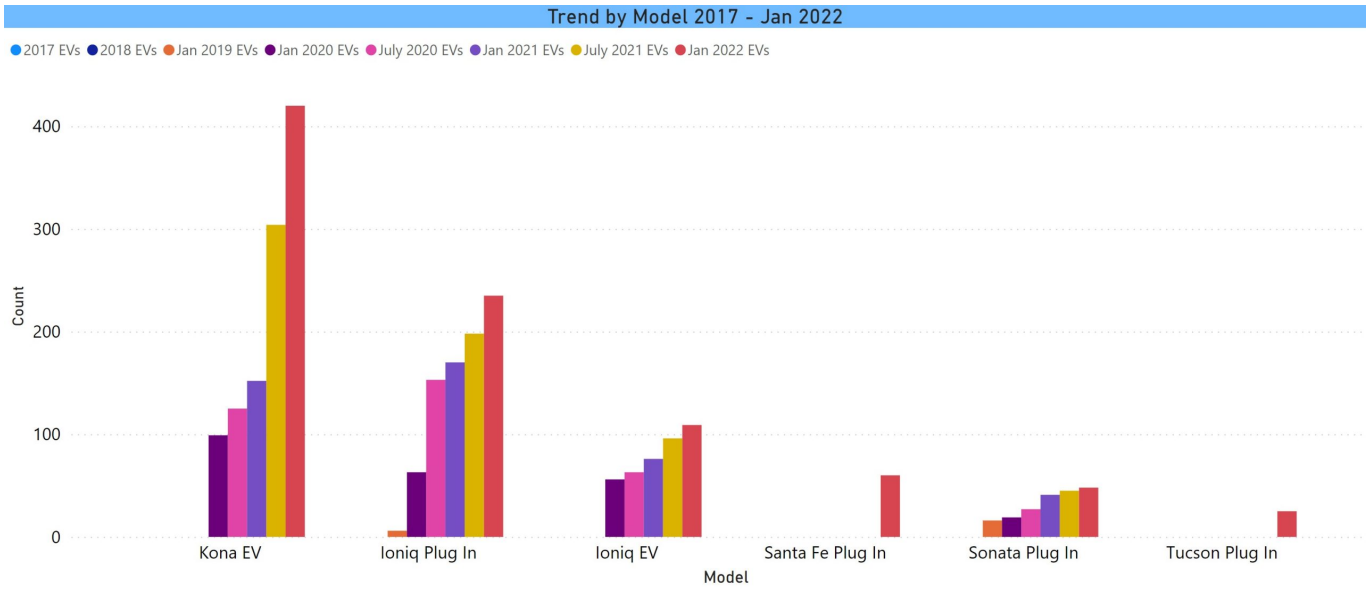
Ford – 1034 Registrations

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

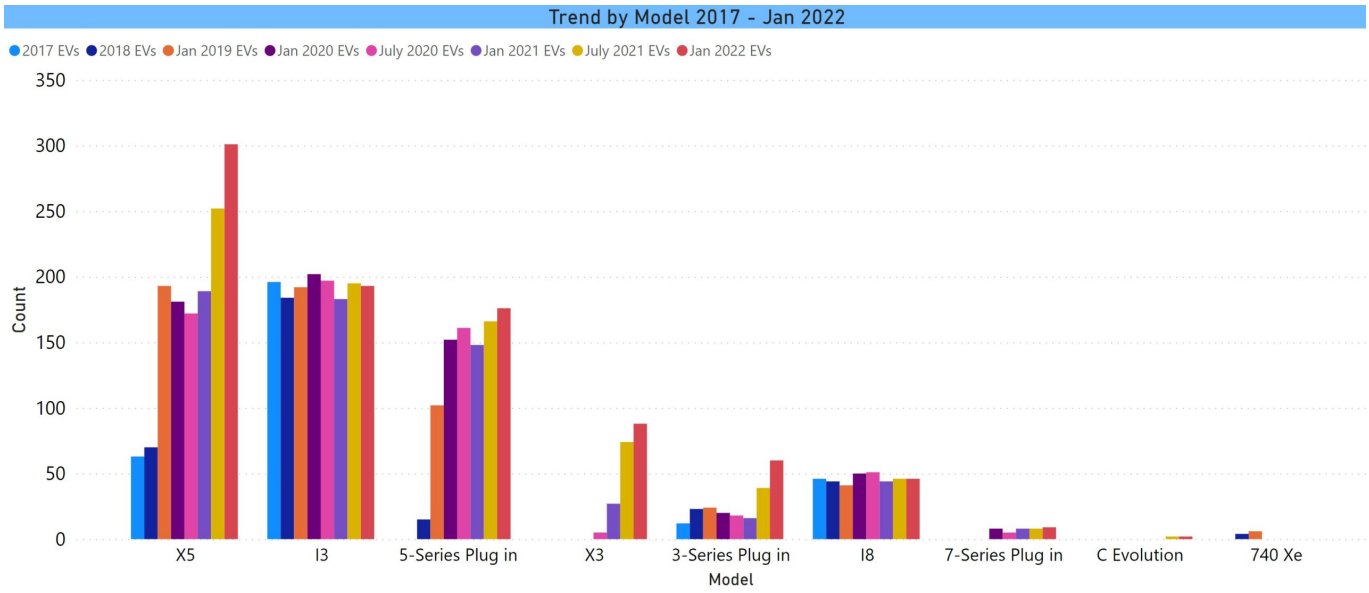
There was some progress with the Kona BEV. The big introduction of the year was the Ioniq 5. The file from the DMV includes the “Ioniq EV” with no “5” designation, so we may not yet be seeing it.



BMW – 875 Registrations

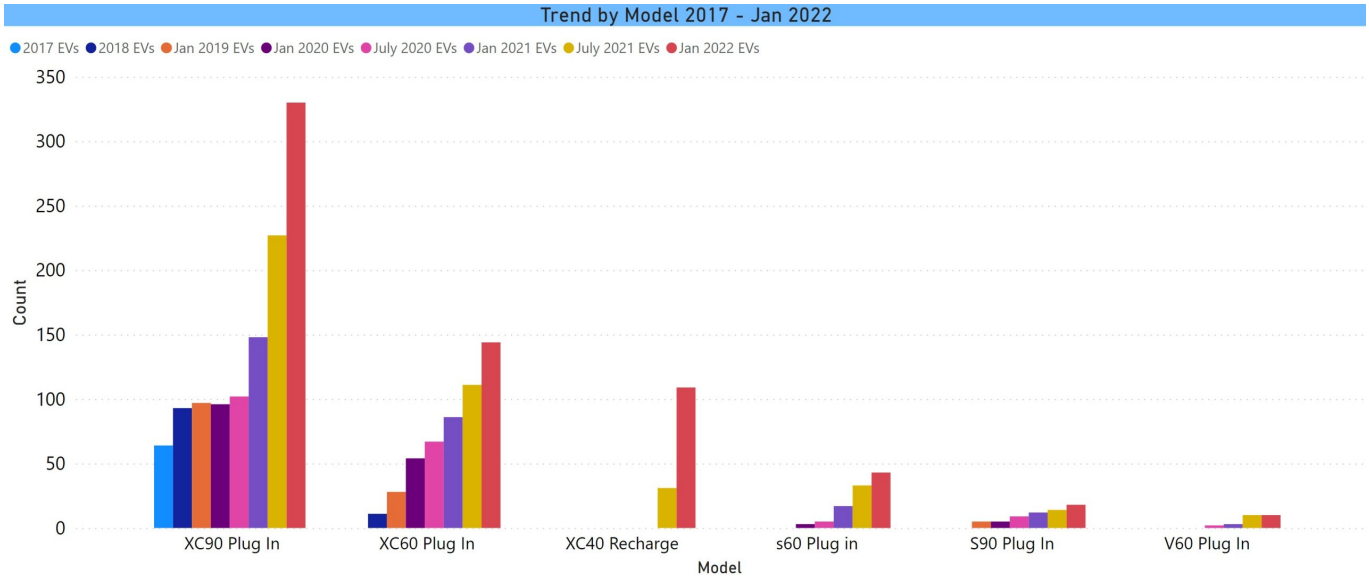
BMW was a relatively early EV player, with the BEV i3 and high-end, sporty PHEV i8 models. It has a relatively large number of models, mostly PHEV, mostly uninspiring performers. Recently, they have gotten some traction with the X5 PHEV. The imminent launches of the iX and i4 may build on this.

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

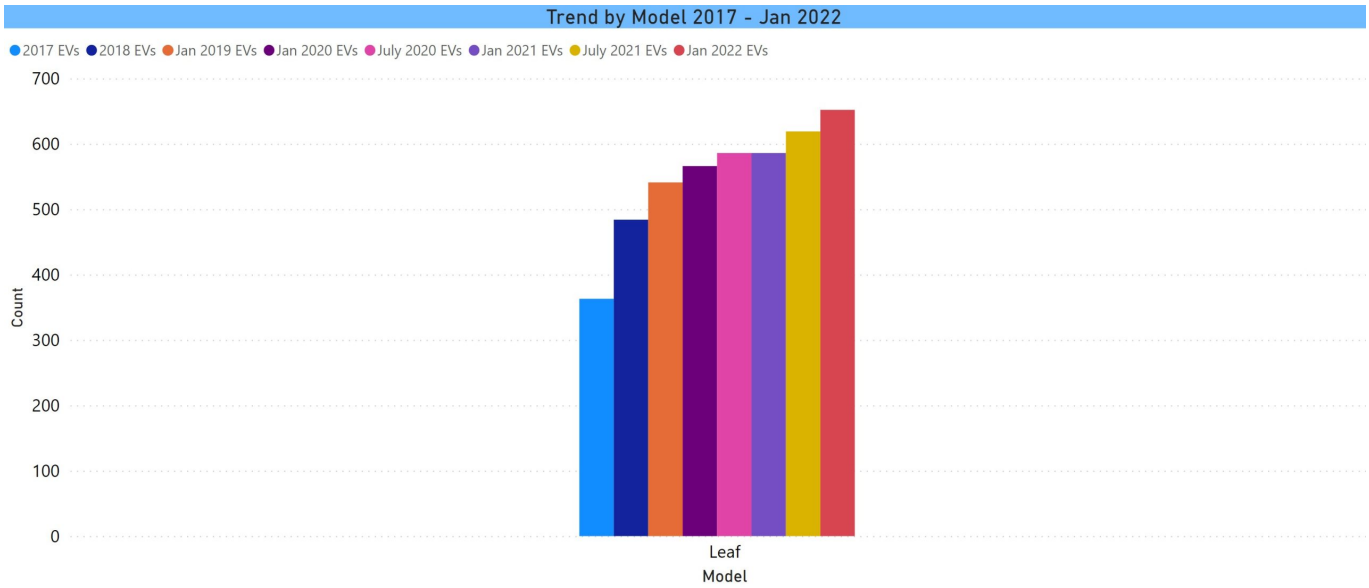
Volvo had exclusively been selling PHEVs with modest success with its XC90. More recently it introduced the BEV XC40 Recharge.



Nissan – 652 Registrations

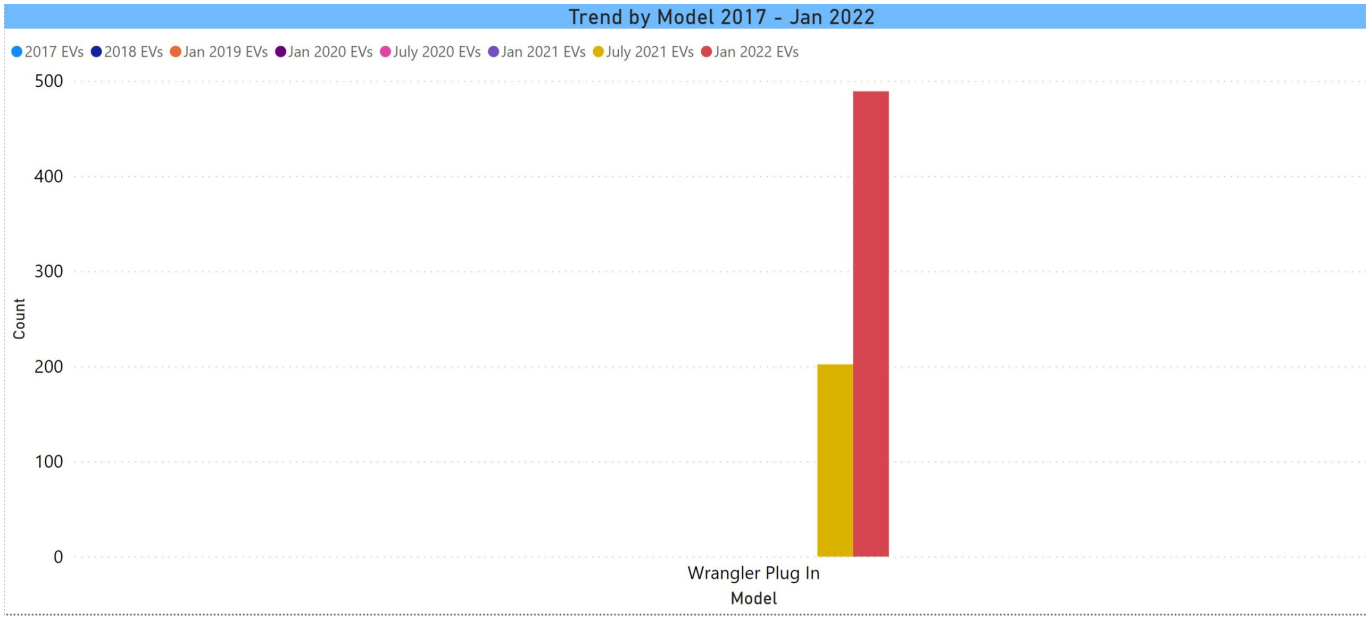
Nissan sold the first mass market EV to go on sale in this country, the BEV Leaf. It is still with us, though never a particularly strong seller. Nissan has announced an electric

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



Jeep – 489 Registrations

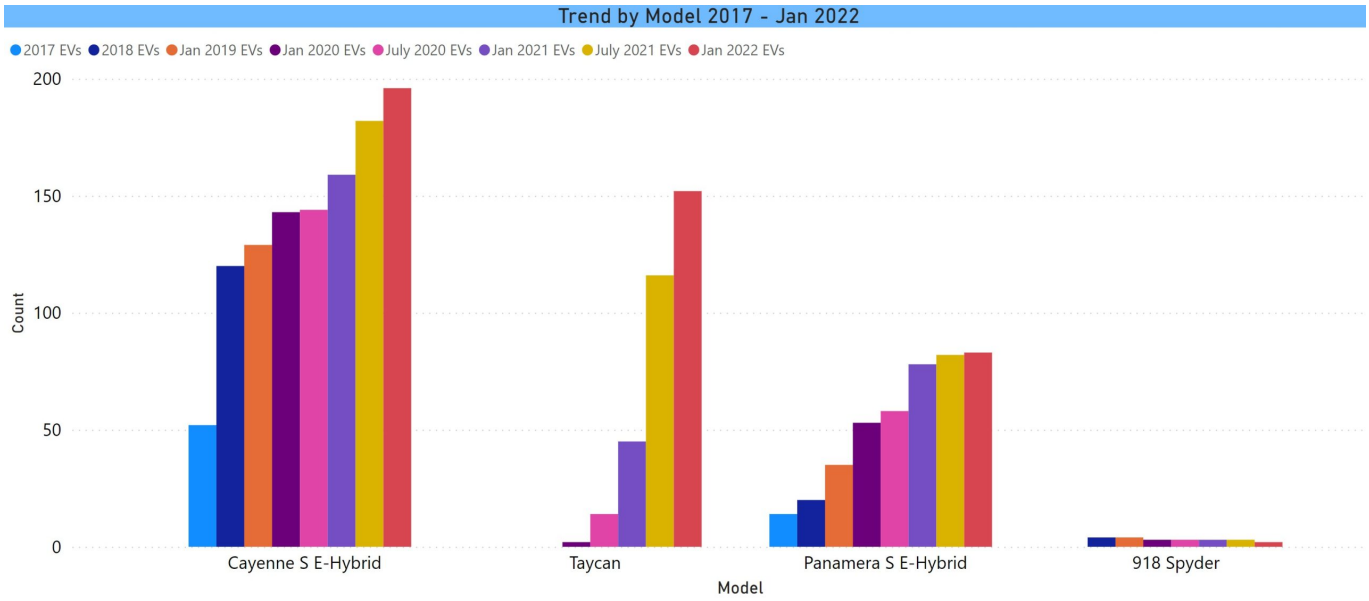
The first plug-in from Jeep became available in the state this year, a PHEV Wrangler, and it has gotten off to a decent start.



A few more charts:

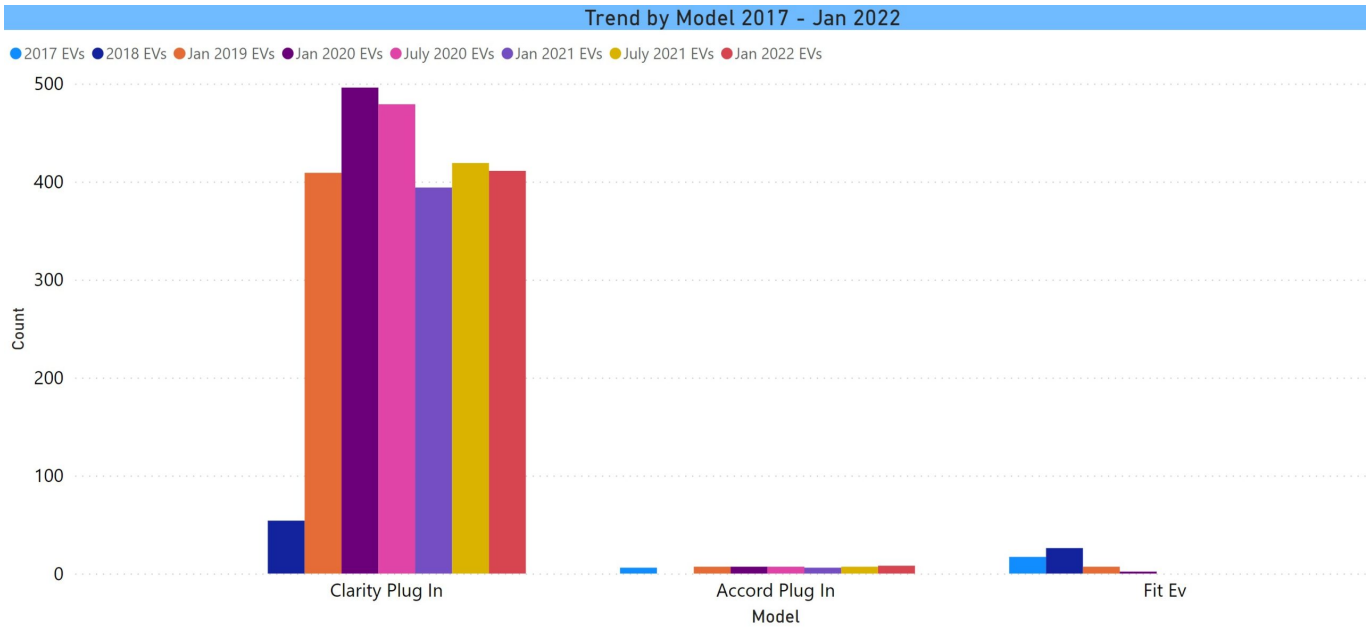
Porsche – 433 registrations

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

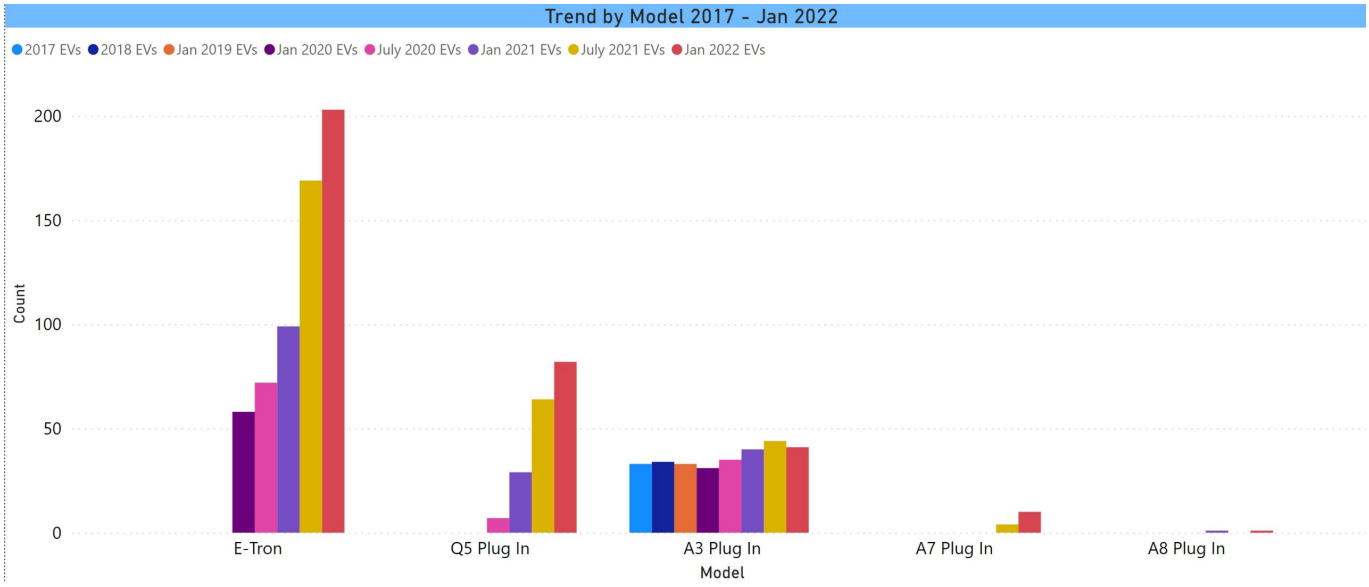


Honda – 419 registrations

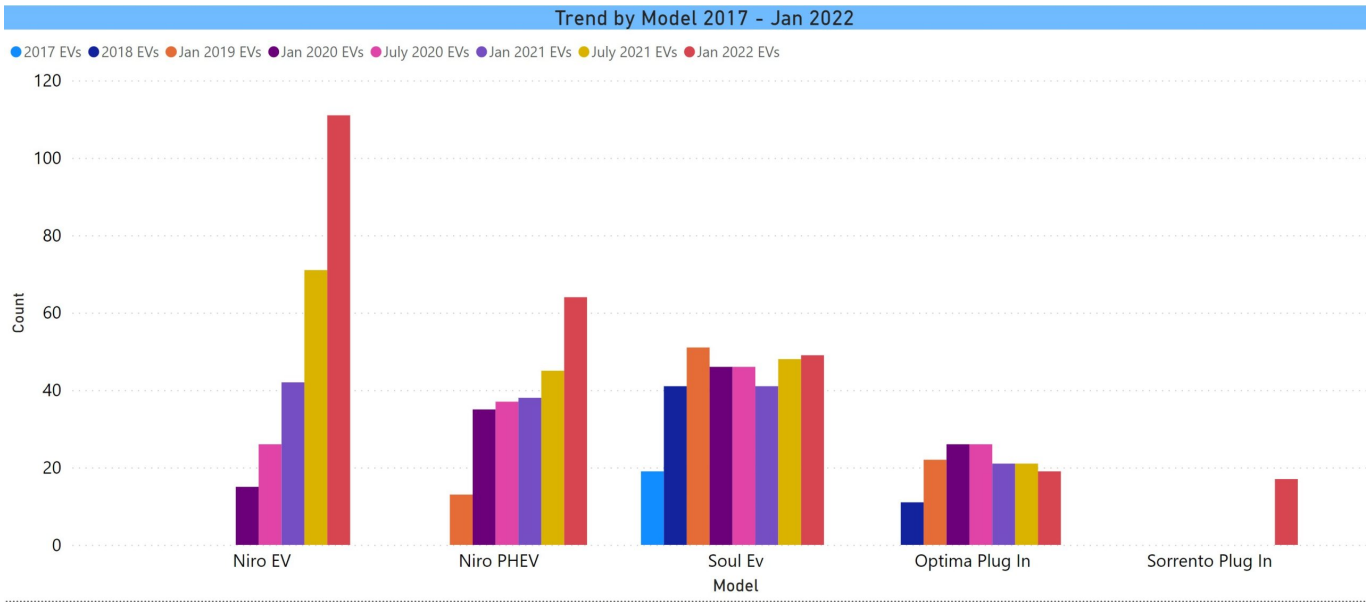
Despite its having gotten off to a strong start, Honda stopped supporting the PHEV Clarity in this state a couple of years ago. It has now been discontinued. Honda also made a short-range BEV Clarity that was never sold in CT. The registration count for this model will gradually erode. Honda has announced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



Audi – 337 registrations

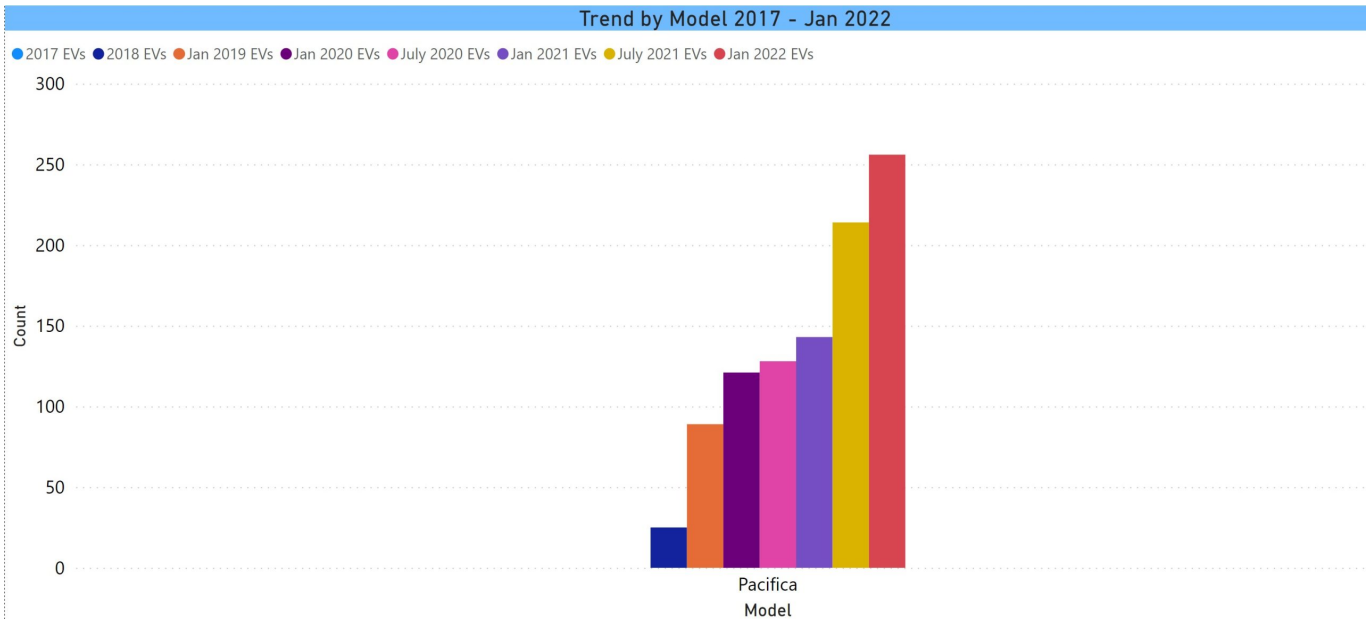


Kia – 260 Registrations



Chrysler – 256 Registrations

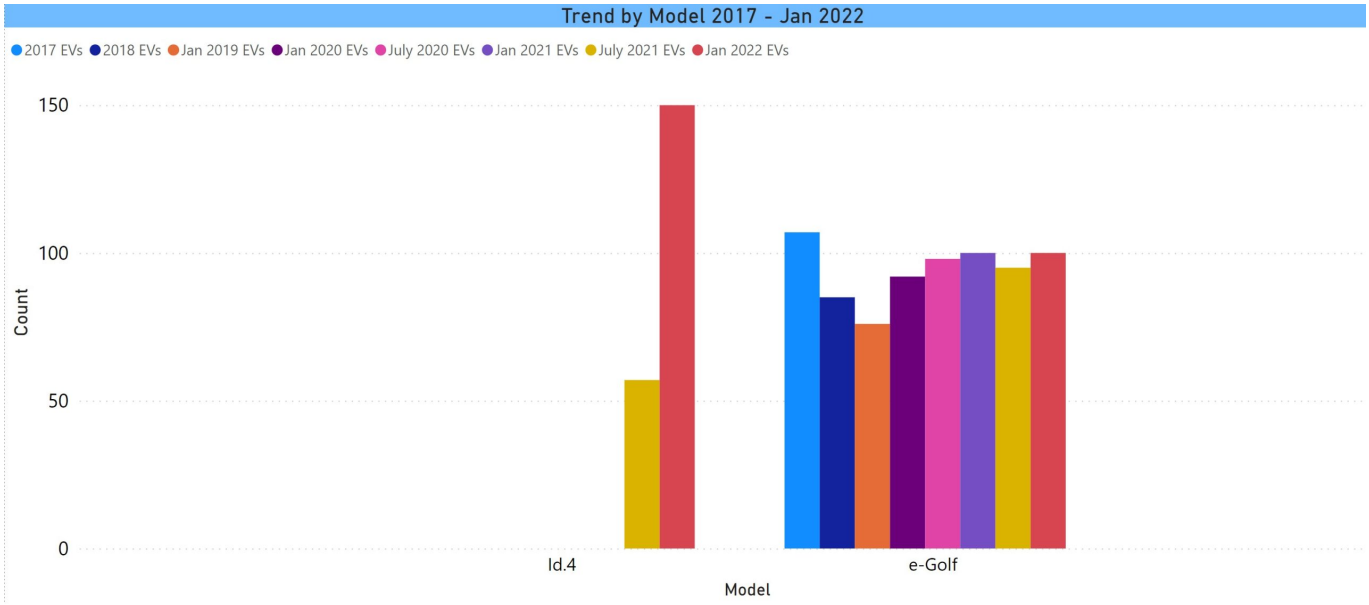
Chrysler introduced the Pacifica, the first PHEV Minivan, but never sold very many. They arguably still have the category to themselves.



Volkswagen – 250 Registrations

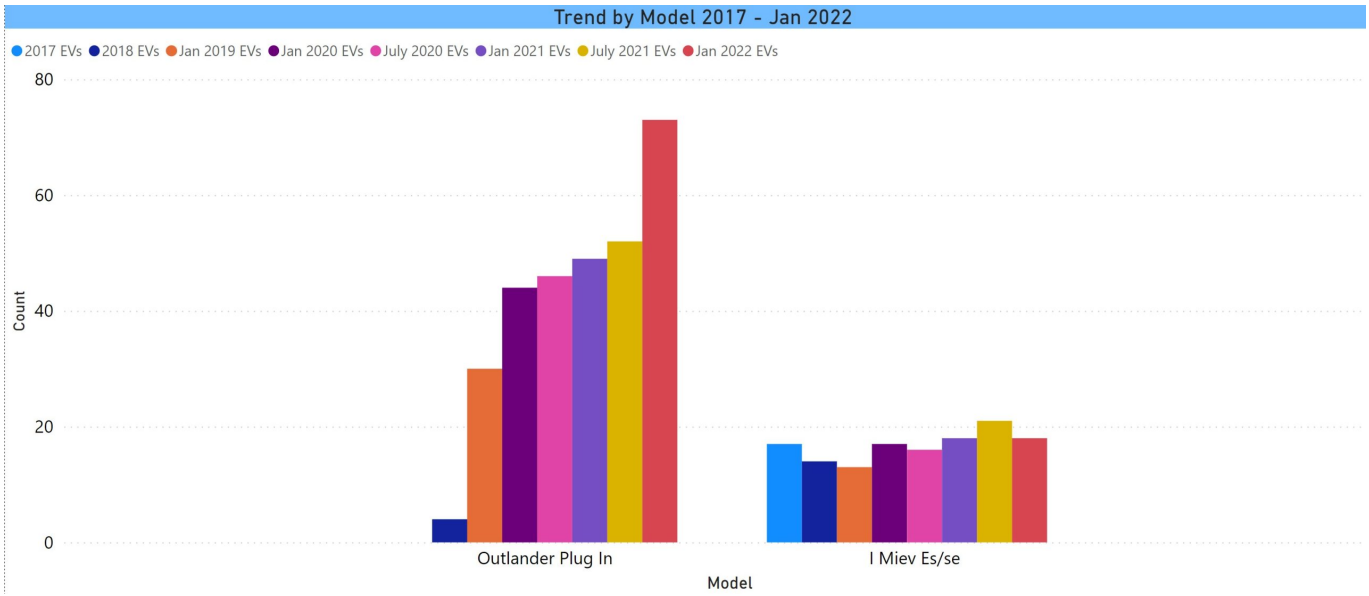
VW has moved on from the BEV e-Golf to its new platform and

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.



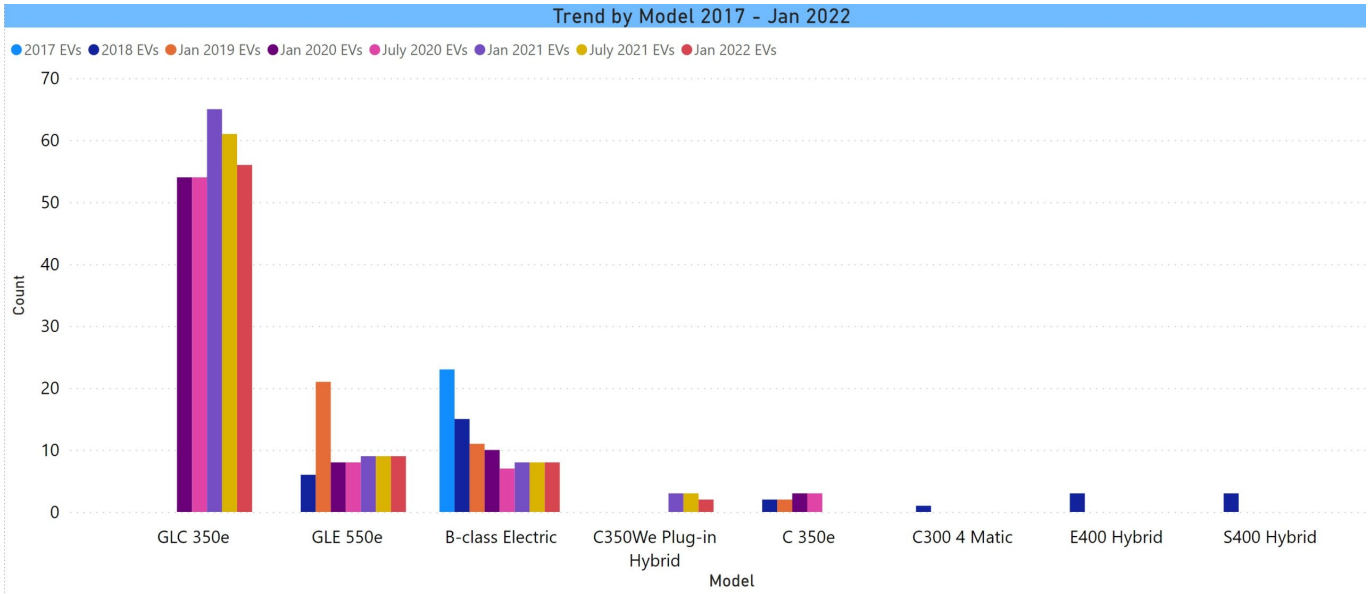
Mitsubishi – 91 Registrations

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.

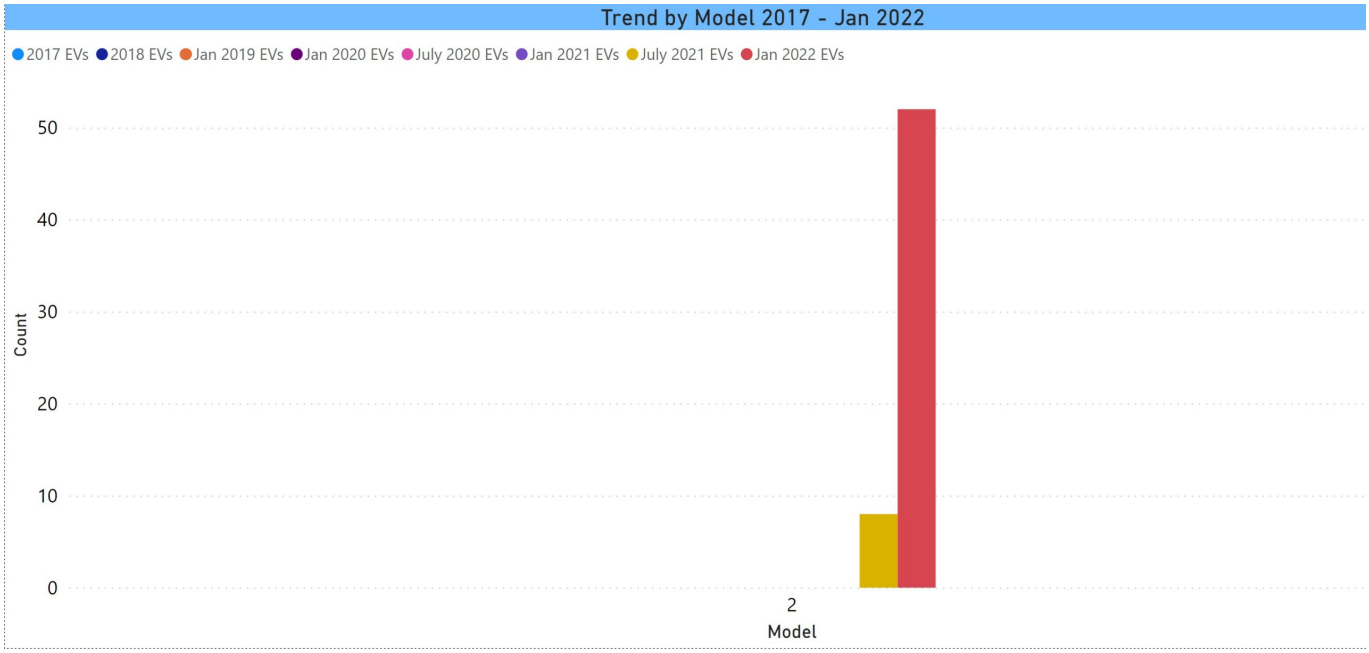


Polestar – 52 Registrations

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

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_vehicles/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&am

p;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.html?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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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)

Single Family Residential Charging Incentives

Post by Barry Kresch

Charging Incentives Via The Utilities

The incentives drafted by the Public Utilities Regulatory Authority that will be made available through Eversource and United Illuminating (commonly referred to as utilities, but in regulatory parlance known as EDCs or electric distribution companies) have been mostly finalized. There are a number of parts to them and we will be writing about them periodically over the next few weeks. There are subsidies for residential, commercial, municipal, and fleets. The residential charging program includes incentives for multi-unit dwellings (MUD) as well as single family. Incentives include subsidized charging stations, installation, make-ready, discounts on electricity, and demand charge mitigation.

The grid at the top and the explanation below cover the incentives for single family residences, which became effective on January 1, 2022.

The incentives for charging stations require the purchase of utility approved hardware. Incentives are not retroactive. **The list of approved chargers will be published on January 20, 2022.** Approved chargers will be smart chargers. Taking the subsidy requires enrollment in the demand-response charging program.

Residential Single Family Incentives

- Up to a $500 incentive for purchase of a level 2 smart

charging station. Smart = WiFi connected at a minimum of 25 MBPS or cellular service, 4G minimum.
- Up to a $500 incentive to bring a 240 volt line to the garage, if needed.
- Owners give the utility permission to see charging data.
- Up to $200 per year for participating in demand-response charging events. Two year commitment required.

It is possible to get charging incentives for a non-networked (i.e. dumb) charging station that may have been previously installed or even for one that is bought new. In this case the charging information can be obtained either via vehicle telematics (if the vehicle has that capability), or the utility can send a device that will enable a dumb charger to access WiFi. There will be no charge for this device. The EDCs will be publishing a list of which vehicles qualify for telematics.

A $100 enrollment incentive is offered to people who participate using either telematics or a charger upgrade device.

- An owner buying a new dumb charger is not eligible for the hardware subsidy, but is eligible for the installation subsidy.

The managed charging program in year one is limited to a demand response program. **EV owners can get up to $200 per year** ($50/month over 4 months) for their participation, whether that participation comes via a smart charger, telematics, or upgraded dumb charger. The demand response program is in effect from June 1 through September 30. During high demand periods, the utilities are permitted to reduce the rate of charge going to your vehicle. The vehicle will charge at roughly the rate of a level 1 charger during these periods. Typically, an event will last up to 3 hours and occur between 3:00 – 9:00 PM. There can be up to 15 events per month. Customers will be notified in advance of these events and be

permitted to opt-out. If a customer opts out of 2 or fewer events and is plugged in at least once per month, they still qualify for the $50 monthly incentive. A 2-year commitment is required. Event notifications are to be communicated via smartphone app, web portal, email, or text message, usually the day before the event, but sometimes the day of the event. If you are not home and therefore not plugged in during an event, and have not opted-out, that counts as participation.

The demand-response incentives will be paid off-bill after the end of September.

There is no incentive for those who trickle-charge (level 1).

If a home does not have enough space in its panel to accommodate an EV charger and wishes to upgrade electric service, that is out of scope of the program. Service upgrades can run $5000 or more. Before doing that, it may pay to find out how much room you have or whether you can share a circuit. Perhaps you can install a lower-powered unit than you originally planned.

An Advanced Managed Charging program will be offered beginning in 2023. Details have not yet been finalized.

If someone uses the hardware and installation incentives, but then does not allow the demand-response throttling, and therefore will not collect any of the $200 incentive, it is not known if the EDC will try to claw back the hardware and installation incentives.

Note: Eversource is maintaining its Connected Solutions branding and migrating existing customers into the new program.

We are planning a virtual meeting for January 25th at 7:00 PM, which will include speakers from PURA and UI.

This is the Eversource splash page with links to apply for the

incentives. This is the UI page. There is still being work done on the back end and the application portals will be open by the end of Q1 2022.

Incentives available to Eversource and UI customers only.

CHEAPR Posts Lowest Numbers of the Year in November

This is the last post of the year for this blog and we wish all of our readers a happy and safe 2022! We hope to kick off our 2022 reporting on all things EV in CT with details of the final EV Rate Design incentives for chargers and charging to be offered through the utilities. The program is slated to go into effect in a few days, but we have not yet seen the final documents.

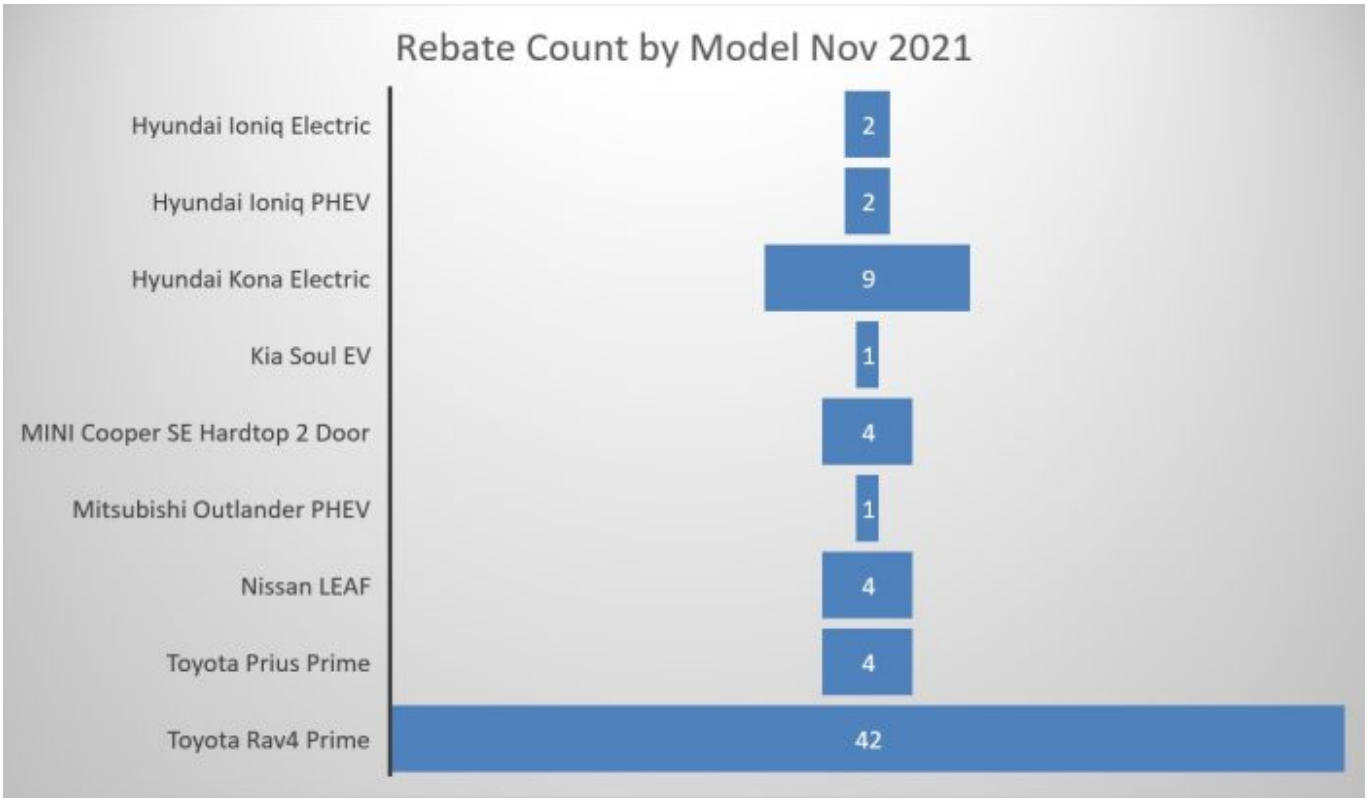
Soft November 2021 Rebate Level Led By Toyota

Our state EV purchase incentive program has its slowest month of the year in November with only 69 rebates awarded. The pattern of recent months continued.

The Toyota RAV4 Prime is by far the dominant model with 42 of the 69 rebates, or 61%. The next highest model is the Hyundai Kona Electric with 9. The Prius Prime, which had been the most rebated model prior to the ascendance of the RAV4 barely registered with only 4 rebates. Toyota is no doubt expending a lot of effort to understand why the Prius has fallen off so. It seems that consumers looking for fuel efficiency are gravitating toward a model that can do more, not to mention

have more electric range.

There were no Tesla rebates as the base trim level Model 3 no longer qualifies due to a price increase. There were no Bolt rebates as GM pushes its way through its massive recall. Perhaps by February, we'll begin to see new Bolt sales.



Driven by the RAV4, PHEV rebates accounted for 49 of the 69 rebates.

The Rebate+ incentives continue to be sparse with 2 rebates for used vehicles going to a Nissan Leaf and a Kia Soul.