

# 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

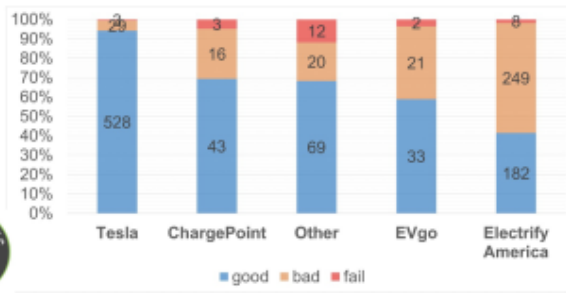
YouTube and X (Twitter) personality, **Out of Spec Dave** from Greenwich, CT, talked about his adventures as a road warrior, having driven lots of different EVs and experienced the many faces of public charging. Not all of them are happy faces. Part of the charging experience is knowing before you get 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/1FAIpQLSd9nE1J0ulqidJNacpL230TdswnnaWBTjdGIaky3ffkHF6EA/viewform?pli=1>



## 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>).



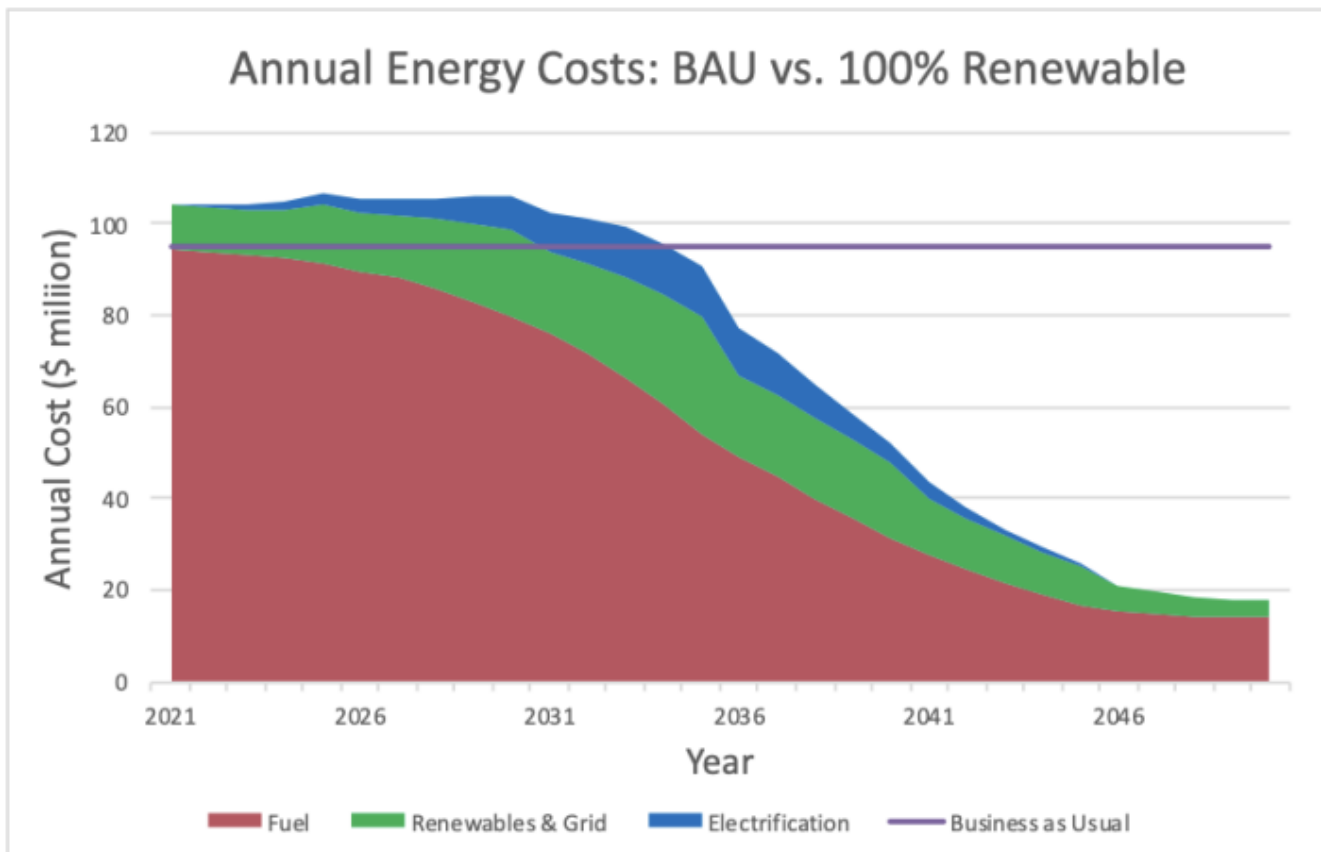
Of our 1218 check-ins, 560 were from Tesla, 439 were from Electrify America, 62 from ChargePoint, 56 from EVgo, and 101 from other operators.

**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.

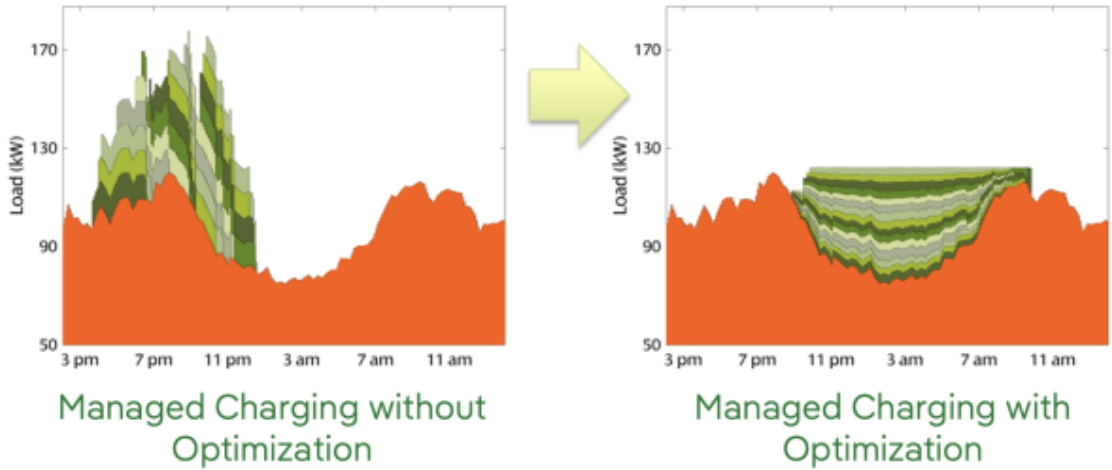


## United Illuminating

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!!!