PLAN THE FUTURE: THREE CRITICAL POLICIES FOR ELECTRIC VEHICLES

Improve Building Codes and EV Charging Access

EV-ready building codes, which require new construction to include electrical infrastructure to support EV charging stations, are critical to supporting the charging needs of the growing EV market.

- EV-ready building codes reduce costs for consumers. Installing electrical infrastructure during construction instead of retrofitting later has a minimal impact on construction costs, but studies show that the installation cost of a charging station in an EV-ready building can be 64-75% less expensive.
- EV-ready building codes have two tiers of requirements for parking spaces. "EV Wired" spaces are ready to go for charger installation. "EV Capable" spaces are designed to reduce the cost of charger installations in the future as EV demand increases.
- CT already has an EV Ready building code requirement for new residential garages, but it's too broad and hasn't been enforced. Requirements for commercial and multi-family dwellings are key to EV deployment.

PROPOSED LEGISLATION

Update building codes to require that new construction include EV Wired and EV Capable spaces in single-family, multi-unit, and commercial buildings. The percentages for different building types should include:

New Construction Requirements

1–3 family (*w/ 1+ parking space*) → At least 1 EV Wired space per garage/carport

Multi-unit residential or commercial (*w/ 2–0 parking spaces*) → At least 4 EV Ready spaces (with minimum of 2 EV Wired.

Multi-unit residential or commercial (*w/ at least 11 parking spaces*) → 20% EV Ready parking spaces with a minimum of 10% EV Wired.

Green CT's State Fleet with ZEV Requirements

State and local governments should be leading by example in purchasing clean vehicle fleets to combat climate change.

- To meet our GHG-reduction targets under the Global Warming Solutions Act, we need to put at least 500,000 zero emission vehicles (ZEVs) on the road in Connecticut by 2030.
- Zero emission transit buses (ZEBs) are highly cost-effective, dramatically reduce GHGs, and yield significant air quality improvements for communities that need it most.
- Other state fleet programs have helped increase EV deployment.

  California: by 2025, 50% ZEV light-duty vehicles, by 2026, 15% of all heavy duty, vehicles must be ZEVs, and by 2030 the requirement doubles to 30%.

  Vermont: by 2025, 25% light duty must be ZEVs. This requires adding 6 vehicles per year.

  Rhode Island: by 2025, minimum of 25% of new light-duty state fleet purchases must be ZEVs.

  Maryland: by 2025, 25% ZEVs, setting a target of a 3% increase per year so that 15% of the annual purchase in 2020 will be ZEVs.

PROPOSED LEGISLATION

Amend CGS Sec. 4a-67d, which governs state fleet vehicle requirements, to*:

- Require DAS, DOT, and DEEP to purchase zero emission vehicles, so that the state's light duty fleet includes at least 50% ZEVs and 30% of the state's transit buses are ZEBs by 2030.
- Require DAS, in consultation with DEEP and DOT, to include in its annual report pursuant to Section 4a-67d(f) an updated purchasing plan for the next three years to meet the above fleet requirements, as well as an assessment of model availability for zero emission medium and heavy duty vehicles.
- Require DAS, DOT, and DEEP to explore a bid process for bulk purchase of EVs to save both purchase costs and administrative costs.

*Excluding emergency vehicles.

Expand ZEV Rebate Program

We must improve equity and stakeholder confidence through reliable purchase incentives. Despite the long-term cost savings of an EV, initial sales prices often deter consumers.

- Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR): Offers CT residents rebates when purchasing/leasing certain battery, plug-in hybrid, or fuel cell vehicles. Funding is diminishing quickly—we must institutionalize the CHEAPR program so consumers can rely on incentives when making purchase plans.
- Incentives should be designed to equitably increase access to EVs. Low-income communities suffer disproportionately from health impacts of air pollution. In order to make EVs a reality for all, CT needs an income eligible program that offers bigger rebates and used-car rebates for customers in lower income brackets.

PROPOSED LEGISLATION

- Guarantee at least $2 million annually for CHEAPR and increase as needed to keep up with CT's established EV adoption commitments and GHG emissions requirements.
- Establish a board to oversee the rebate program, including establishing rebate levels, low income rebates, eligibility, and program evaluation.

WANT TO LEARN MORE?

See the other side to learn about the CT Electric Vehicle Coalition and how electric vehicles create a healthy population, economy, and planet.

The Electric Vehicle Revolution

Connecticut EV Coalition

Promoting cleaner cars for a healthier population, economy, and planet

BENEFITS OF ELECTRIC VEHICLES

HEALTH AND CLIMATE BENEFITS Health and Climate Benefits—Transportation accounts for 38% of Connecticut's GHG emissions, a bigger share than any other sector. Transportation is also the largest single source of air pollution in the country, and cleaner options like ZEVs are critical to improving Connecticut's air quality and health.

CONSUMER BENEFITS A study by MJ Bradley indicates EV adoption will reduce utility bills for all CT ratepayers by $500 million by 2050, while reducing vehicle operating costs for EV owners by $1.9 billion.

ECONOMIC BENEFITS Electrification allows our residents and agencies to free themselves from sending money out of the region for expensive gas purchases and shifts money towards locally generated electricity. Electrification creates local jobs in infrastructure installation and maintenance. Investments in EV charging infrastructure will provide new employment opportunities for skilled workers throughout the state, helping to stimulate local economies and generating income tax revenue for the state.

ENERGY INDEPENDENCE Connecticut EV drivers are unaffected by fluctuating gas prices and less money will be spent by consumers on imported petroleum products. In 2016, Connecticut consumed more than 1.7 billion gallons of gasoline, according to estimates by the state Council on Environmental Quality.

CONVENIENCE The overwhelming majority of EV charging will take place at home, saving consumers time. Drivers can also charge their EVs at work or in municipal areas if stations are available during the work day.

About the Electric Vehicle Coalition

To cut emissions and build a clean energy future, we must establish policies that will make electric vehicles affordable and appealing for all Connecticut consumers.

The Connecticut Electric Vehicle Coalition advances policies that will put more EVs on the road in Connecticut to achieve significant economic, public health, and climate benefits for our state.

CURRENT STEERING COMMITTEE MEMBERS

Acadia Center
chargepoint
Sierra Club
Environment Connecticut
CHISPA CT — Igniting the movement. Advancing climate justice. Connecticut League of Conservation Voters
Electric Vehicle Club of Connecticut
Clean Water Action
Connecticut Roundtable on Climate and Jobs
Connecticut Fund for the Environment / Save the Sound®
International Brotherhood of Electrical Workers

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