



**Connecticut  
Light & Power**

The Northeast Utilities System



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**CL&P's COMMENTS IN SUPPORT OF RAISED BILL NO. 924,  
An Act Concerning Alternative Fuel Vehicles**

The Connecticut Light & Power Company has been studying transportation electrification for the past several year and believes this is an important strategy to help reduce carbon emissions and petroleum consumption in our region. Through ongoing collaboration with policy leaders, automakers and technical experts, we are preparing for the arrival of new electric vehicles (EVs). EVs are clearly a good fit with New England's generation supply mix and CL&P can safely and reliably offer customers a clean, lower-cost fuel alternative.

Based on the growing body of supporting research, as well as our own experience with CL&P customers interested in EVs, we applaud the timely actions of this Committee. We support your efforts to ensure the availability of important incentives to Connecticut consumers.

The major automobile manufacturers have announced numerous electrically powered vehicles in recent years. These include battery electric (BEV), extended range, and plug-in hybrid vehicles. The two vehicles currently receiving the most attention, the Chevy Volt and Nissan Leaf, are the first highway-capable consumer models to come to market using modern lithium batteries. Other major automakers also have significant programs to develop and introduce EVs. For example, Mitsubishi Motors has committed to delivering eight new models for global release by 2015. These efforts will result in literally dozens of new EV models coming to U.S. markets within the next three to four years.

Because of the pioneering work of Connecticut's Electric Vehicles Infrastructure Council and related efforts, Connecticut became one of seven states selected by General Motors as a launch market for the Chevrolet Volt. The first few Volts arrived in state in December 2010. Other models will arrive during 2011, including BMW's Active E model for consumer field testing in collaboration with CL&P. During the past few months, dozens of EVs have been delivered to Connecticut residents who are enthusiastic about this new technology and its transformative potential.



However, Connecticut must view this early success as just the beginning of a long-term commitment to creating a viable, sustainable market for consumers to purchase electrically powered vehicles.

Continued policy-level support is critical in the development of the emerging EV market. While this

policy support initially may affect only consumers interested in purchasing electrically powered vehicles, such efforts will positively impact broader policy goals of job creation while simultaneously reducing carbon emissions and petroleum consumption.

A new study by the Center for Automotive Research can help states and communities now contemplating what level of support they would like to provide toward the deployment of new EVs on their roads. According to the Center's findings, automakers consider past hybrid purchasing trends, utility company collaboration, and commitment to electrification by local governments as the key factors in choosing initial markets for deploying its electric vehicles<sup>1</sup>. Of all 50 states, Connecticut ranks 6<sup>th</sup> for having the highest level of Hybrid registrations per resident with 41.1 registrations per 10,000 residents<sup>2</sup>. (Note these are non-plug-in hybrids.)

Consumer demand can also be influenced by incentives, which in part explains the purchase levels of today's hybrid models. Incentives can be monetary (e.g., grants, rebates, tax credits, loans, or registration fee exemptions); or non-monetary such as having access to High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) lanes, more convenient parking, or exemptions from vehicle inspections and testing. The study found "among the top fifth of states with greater hybrid adoption, there was an average of 32 percent more incentives than among states nationwide. Key among these incentives were rebates, tax exemptions, and parking incentives."<sup>3</sup>

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<sup>1</sup> Center for Automotive Research. (2011) "Deployment Rollout Estimate of Electric Vehicles, 2011-2015." Center for Automotive Research. January 2011. <http://www.cargroup.org/pdfs/deployment.pdf>

<sup>2</sup> ibid

<sup>3</sup> ibid



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There are additional technical and policy related matters that Connecticut needs to address in order to successfully integrate EVs into the state's policies and goals. CL&P is currently studying a number of these issues, especially those concerning the existing utility infrastructure, and we look forward to presenting our findings and recommendations at the appropriate time.

Thank you.

