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Martin Mador, Legislative Chair

Energy and Technology Committee  
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Testimony In Support of  
HB 6030 An Act Concerning Zero-emission Vehicles in Connecticut  
HB 6031 An Act Concerning Electric Vehicles

I am Martin Mador, 130 Highland Ave., Hamden, CT 06518. I am the volunteer Legislative Chair for the Connecticut Chapter of the Sierra Club. I hold a Masters of Environmental Management degree from the Yale School of Forestry and Environmental Studies.

Promoting purchase of EVs is a Sierra Club Priority. The state chapter works closely with the national Electric Vehicles Initiative office. We wish to promote all zero-emission vehicles (ZEVs), all electric and plugin hybrid EVs (PHEV). The Sierra Club focus is on plug-in EVs.

Connecticut is a small state with relatively short driving distances, so we are good place to promote ZEVs.

We need to anticipate the very near future as battery technology and density and other technologies continue to evolve, and these cars become even more desirable to own and drive. There are now several hundred thousand Americans who absolutely love these cars. We don't have data on Connecticut registrations, but hope to obtain them as DMV moves to their new computer system.

We have to remember that fossil fuel cars didn't become ubiquitous until gas stations permeated the landscape a century ago. We need to do the same with public charging stations to address range anxiety and guarantee EV drivers that charging opportunities, i.e. fueling stations, will be available away from home.

EVs are certainly our future. How quickly do we want to get there?

As with many new programs, we are faced with simultaneously growing demand, supply, and infrastructure. They depend on each other. The issue for us today is growing demand and infrastructure (charging stations). Dealer supply will follow on quickly.

**What are the benefits for owners?**

- cheaper operation, even with low gas prices
- far easier fueling operation
- repair and maintenance of a fossil fuel burning engine no longer necessary
- and, coming in the near future, even emergency electricity backup for power outages

**What are the benefits for Connecticut?**

- greenhouse gas reductions- EVs are upwards of 60-70% lower in GHG emissions
- reduced air pollution from the transportation sector
- reduced ozone emission to keep us in compliance with federal standards

Even factoring in the emissions from the electrical generation for the grid, we slash GHG and ozone emissions.

**Why should the state act?**

This is an opportunity to promote important public benefits. We must join other states who are already doing this.

Governor Malloy joined 7 other governors last year in signing onto a ZEV Action Plan that commits the states collectively to 3.3 million ZEVs on the road by 2025. We have a very long way to go to meet this commitment, so we must create programs and policies that will accelerate the market.

**What do we need to do to make this happen?**

- Address the higher purchase price by creating state rebates
- Provide a denser grid of charging stations available to the public
- Streamline municipal permitting for private installation of charging stations
- Provide time of day rates, which would optimize off peak charging
- Motivate the public through a robust educational campaign
- Lead by example by dramatically expanding the fleet of state vehicles