

2/10/2015

Dear Members of the Energy and Technology Committee,

As a long time electric car owner, I am excited that you are considering programs to enhance deployment of vehicles that get 3 times the average fuel efficiency of the existing vehicle fleet.

As such, I have several suggestions for incorporation into the bill.

- 1) Tax credit or rebate for purchase of New EVs
- 2) Tax credit for businesses which provide Level II chargers to employees and customers
- 3) Direct DOT to continue to install Level III chargers at all rest stops, commercial airports and large state parks.
- 4) Direct PURA to create a pilot off peak rate for EV's
- 5) Direct State Purchasing to purchase EV's at a rate that exceeds average market sales ratio.
- 6) Law making it an offense to Park non EV or PHEV in EV only placarded location.

These items will do a great deal to improve the overall energy efficiency in CT.

I would also like to provide additional detail on each of these items.

1) A tax rebate or credit for purchase of New EVs would provide the quickest incentive to have more consumers purchase extremely fuel efficient vehicles. Other states offer similar programs which range between 1,000\$ and 5,000\$. A program tax rebate or credit of \$2,500 would nicely balance the Federal incentive and provide a benefit that would be sustained for a longer period of time. Possible language for this credit is included in attachment 2.

2) A tax credit for businesses who provide Level II chargers to employees and customers would provide significant help to employees who wish to own EV's who's commute exceeds EV's range and consumers who wish to shop out their EV's range. A yearly tax rebate of 50% for charging station installation (appropriately placarded) that is provided free to employees and consumers would eliminate one of the most challenging aspects of owning an EV. Other states offer similar programs up to 75%.

3) Direct DOT to continue to install Level III chargers at all rest stops commercial airports, and large state parks. Currently it is difficult to take extended trips with an EV. Level III chargers at strategic travel locations across the state are critical to provide EV's the ability for long distance travel. There is a lack of DC fast chargers in the Central, Northern and Eastern portions of the state.

4) Direct PURA to create a pilot off peak rate for EV's and PHEV's. Currently there is no incentive to charge EV's and PHEV's at the most optimal time for the power system. This could be implemented as

sub-meter feeding the ratepayers EVSE providing a credit on the kwh usage on the distribution portion of the bill which occurs during off peak times. This would support the most environmentally friendly usage without adversely affecting the ability to charge the EV when needed. Many states offer rate plans for EV's. A full evaluation of the various options should be explored by a PURA task force.

5) Direct State Purchasing to purchase EV's at a rate that exceeds average market sales ratio. The State should be a part of the process to advocate and use this technology. This would require modification of state Statue 4a-59 to increase the states' bias for purchasing EV's. This could be done by increasing the purchasing bias or developing a total cost of ownership into the purchasing decision. State Vehicles which do not travel great distances, are in the public view, and those that are used for employee transportation should be considered first. O&M expense of EV's in the fleet are much less expensive than their gas fueled counterparts.

6) Create a law making it an offense to Park non EV or PHEV in EV only placarded location. Anyone who owns an EV has experienced having a charger that they depend upon being "ICEed". This refers to a charging station being blocked in by a gas powered vehicle. A ticket for illegally parking in a charging spot will suppress this activity. In addition it will provide revenue for the state. Another community who instated similar law averaged 1.5 tickets a day for each location. At 50\$ per ticket, this would gross 27k\$ per of state revenue per year. I took the liberty of creating a draft statute for this purpose in attachment 1.



I have included attachment 3, referencing a few interesting details regarding Electric Vehicles.

I appreciate your consideration of these issues and I am available to discuss them further if desired.

Thank You,

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Attachment 1

Draft Language for penalty for parking in EV charging station parking spot.

Sec. XX-YYYY. Penalty for parking in Electric Vehicle Charging Stations.

(a) For the purposes of this section:

(1) "Electric Vehicle Charging Station" means a public or private parking space that is served by charging equipment that has as its primary purpose the transfer of electric energy to a battery or other energy storage device in an electric vehicle.

(b) An electric vehicle charging station must be indicated by vertical signage identifying the station as an electric vehicle charging station and indicating that it is only for electric vehicle charging. The signage must be consistent with the Federal Highway Administration alternate EV symbol as specified in the [manual on uniform traffic control devices \(MUTCD\)](#). Additionally, the electric vehicle charging station must be indicated by green pavement markings. Supplementary signage may be posted to provide additional information including, but not limited to, the amount of the monetary penalty under subsection (c) of this section for parking in the station while not connected to the charging equipment.

(c) It is a parking infraction, with a fine of fifty dollars, for any person to park a vehicle in an electric vehicle charging station provided on public or private property if the vehicle is not connected to the charging equipment,, and for a subsequent violation, be subject to a fine of one hundred fifty dollars. Any motor vehicle parked in violation of the provisions of this subsection for the third or subsequent time shall be subject to being towed from such designated area. Such vehicle shall be impounded until payment of any fines incurred is received. No person, firm or corporation engaged in the business of leasing or renting motor vehicles without drivers in this state may be held liable for any acts of the lessee constituting a violation of the provisions of this subsection. Any municipal police officer who observes a motor vehicle parked in violation of this subsection shall issue a written warning or a summons for such violation.

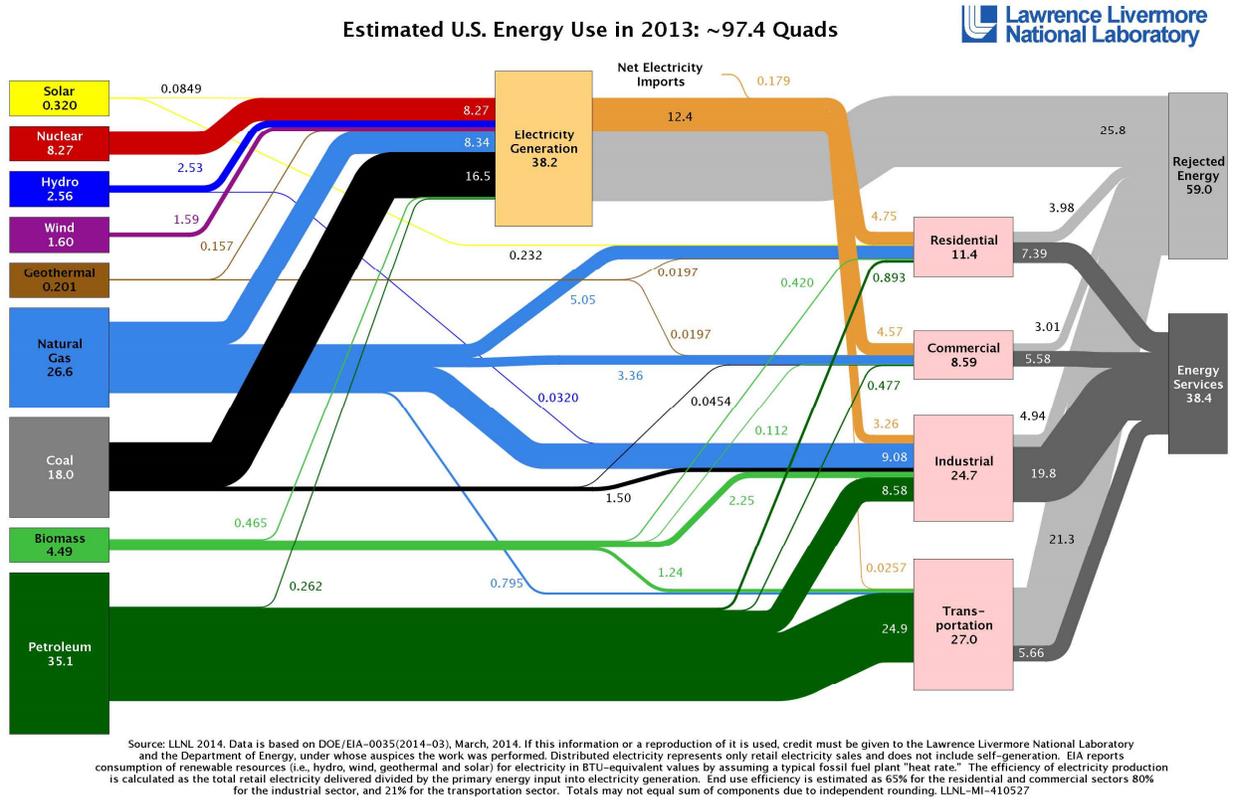
Attachment 2

Draft Language for tax credit.

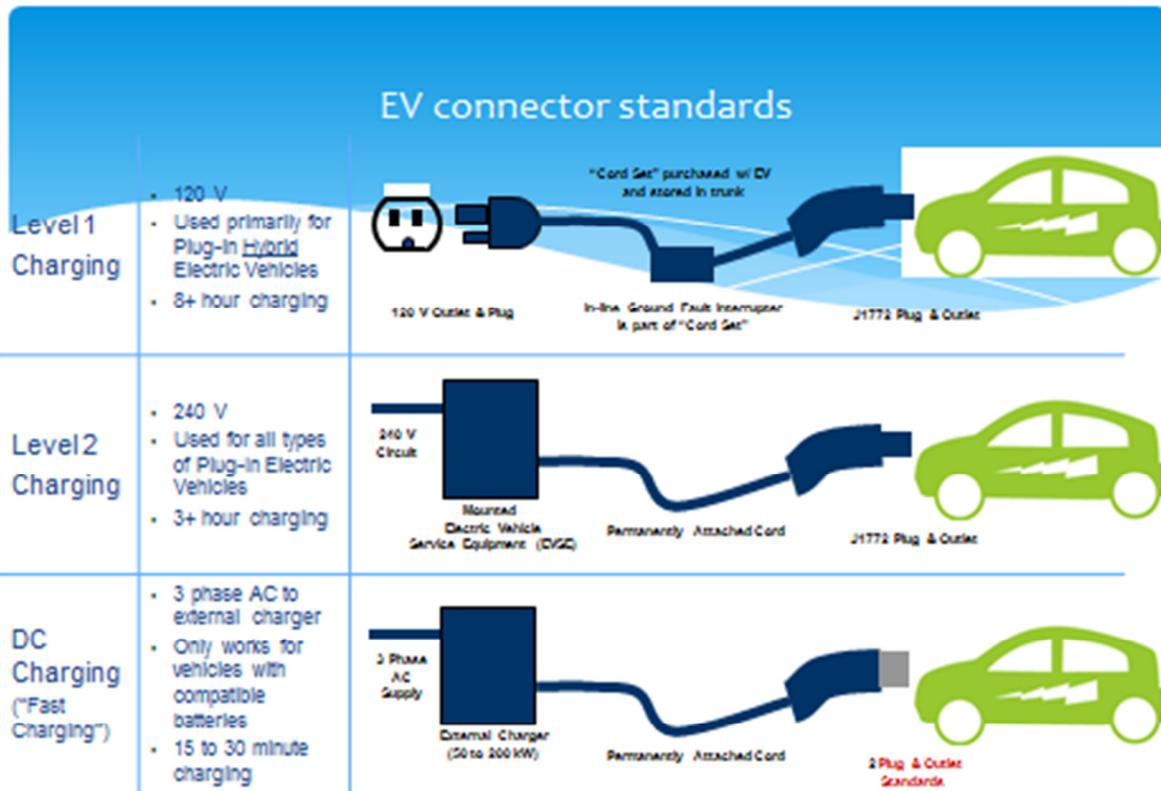
A tax credit is available for the purchase of a new qualified plug-in electric drive motor vehicle that draws propulsion using a traction battery that has at least ten kilowatt hours (kWh) of capacity, uses an external source of energy to recharge the battery, has a gross vehicle weight rating of up to 14,000 pounds, and meets specified emission standards. The credit amount is \$2,500. The credit will begin to be phased out for each manufacturer in the second quarter following the calendar quarter in which a minimum of 5,000 qualified plug-in electric drive vehicles have been sold by that manufacturer for use in Connecticut.

Attachment 3

For reference I have attached a few interesting details on Electric Vehicles.

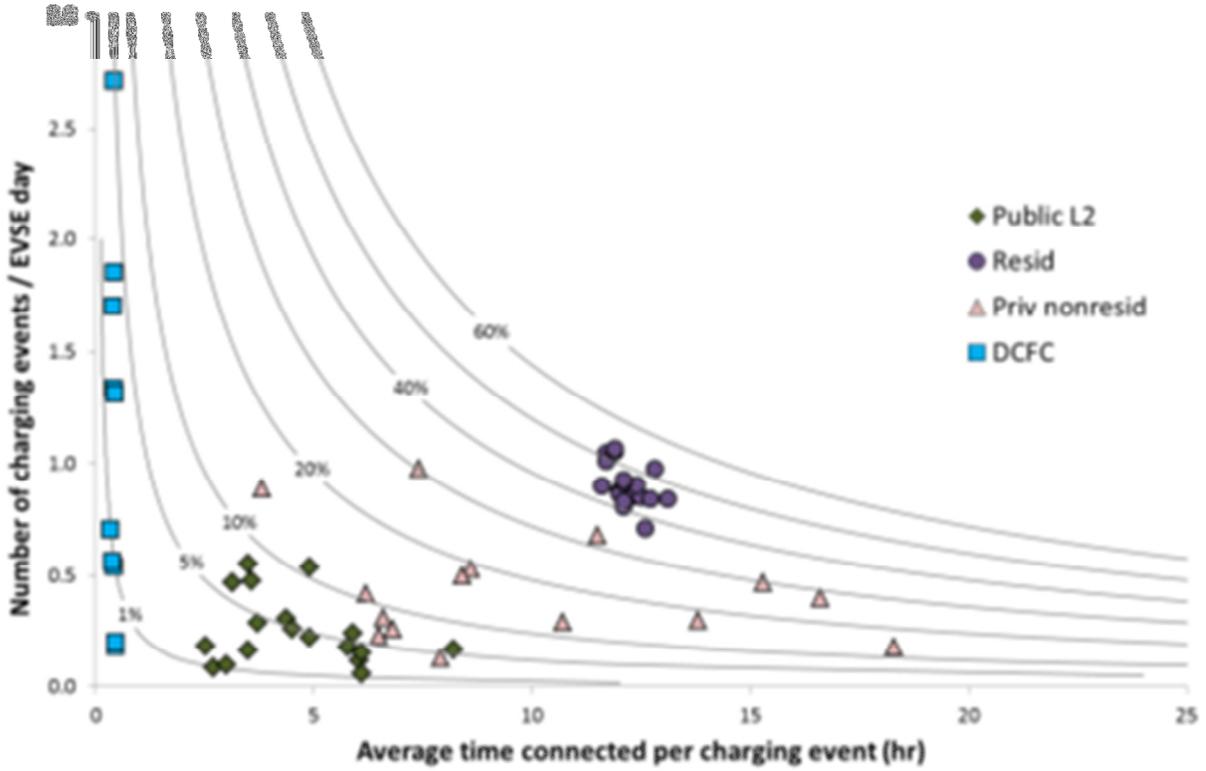


Notice the portion of petroleum being used by the transportation sector.

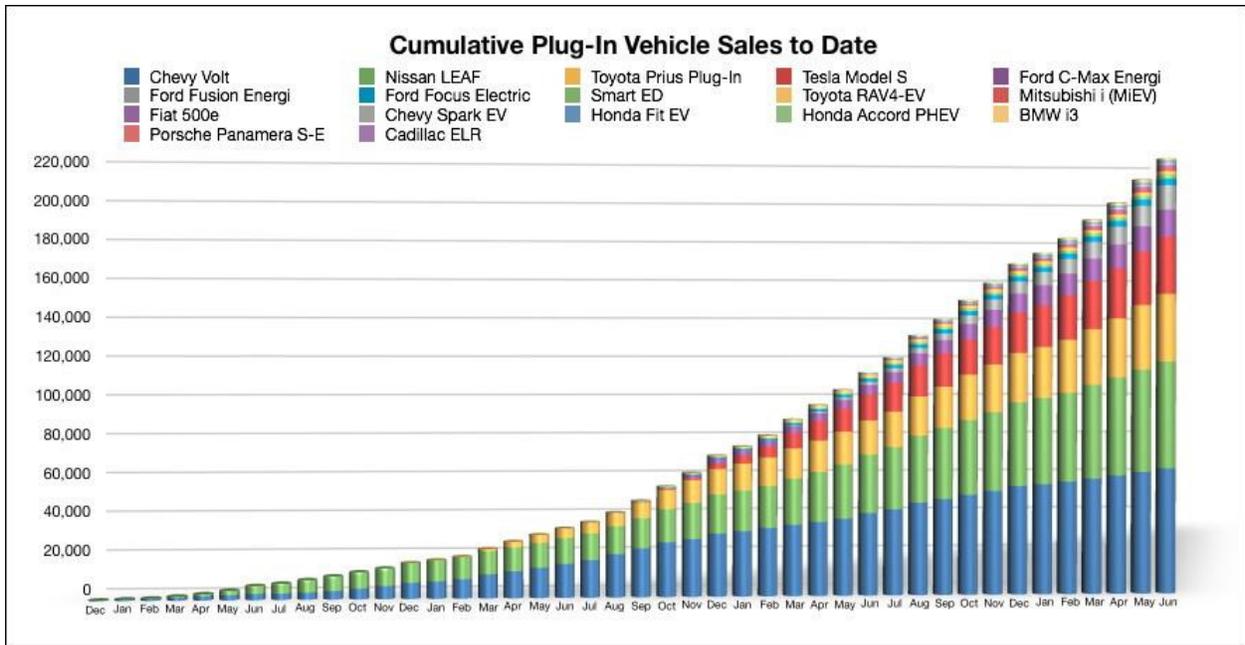


Different levels of Electric Vehicle charging types for use in various situations.

Q4 2013 EVSE Usage Frequency and Duration by EVSE Type and Region



As can be shown by industry history, these different charging options are used at different times for different purposes.



The above graph shows the US EV and PHEV cumulative sales Dec 2010 through June 2014.

The top ten states for EV's / PHEV's percentage sales are Washington, Hawaii, California, Georgia, Oregon, District of Columbia, Utah, Colorado, Tennessee and Illinois. With some of the highest energy costs in the country we should be incentivizing this technology further.