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Testimony of Plug In America
Submitted by Barry Woods, Board of Directors, Northeast Region
To the Energy & Technology Committee for the Public Hearing on February 11, 2015

Relating to:

Proposed H.B. No. 6030 AN ACT CONCERNING ZERO-EMISSION VEHICLES IN CONNECTICUT.

Proposed H.B. No. 6031 AN ACT CONCERNING ELECTRIC VEHICLES.

Thank you for the opportunity to submit these written comments to the Committee in support of H.B. No. 6030 and 6031. As the nation's leading independent non-profit EV advocacy organization, Plug In America's (PIA) mission is to accelerate the adoption of electric vehicle (EV) technology and provide support to current and potential Plug-in Electric Vehicle (PEV) drivers/owners. PIA was founded by EV drivers and aims to educate policy makers and the public with our objective, driver-based analysis.

The most significant regional effort to promote PEVs in the US is the 8-state Memorandum of Understanding (MOU) process involving California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, and Vermont. In the MOU initially signed in October 2013, these states committed to taking steps aimed at ensuring 3.3 million vehicles on the road by 2025. A follow up action plan released in May 2014 outlined 11 actions they could take in support of the MOU, ranging from providing incentives to spurring fleet purchases to promoting infrastructure. Notably, the top action identified was "Promote the availability and effective marketing of all plug-in electric vehicle models in our states."

As a ZEV MOU signatory state, Connecticut is well positioned and should be strongly motivated to do its share in promoting PEV adoption by its citizens. Our work with plug-in electric vehicles at the national level has made it clear that incentives which lower an electric vehicle's initial acquisition cost sways buyers into choosing the zero-emission option. The electric vehicle's lower overall operating costs will usually tip the buyer's decision in favor of the electric vehicle which assists in meeting Connecticut's greenhouse gas reduction goals. In addition, offering incentives to provide access to electricity for plug-in vehicles in residences and workplaces can strongly advance PEV adoption as these locations account for over 90% of all vehicle charging

Plug In America is ready to answer questions you may have about the best practices with respect to encouraging the adoption of plug-in electric vehicles, their charging infrastructure, driver behavior and the benefits which electric vehicles provide to your state and its citizens. The information we can provide is based on years of real world plug-in vehicle ownership and the driving experience of tens of thousands of our supporters throughout the United States.



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For more information, please email roadmap@PlugInAmerica.org or visit our website:
<http://PlugInAmerica.org>.

Thanks again for this opportunity to provide comments.

Respectfully Submitted on Behalf of Plug In America,

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Board of Directors
Plug In America