

To: The Governor's Council on Climate Change

As an EV driver, solar owner, and car pool member, I welcome and encourage the Council's consideration of policy initiatives to reduce Connecticut's CO2 emissions.

My wife and I have driven EV's for three and two years, respectively. It has been a positive experience and with the addition of home solar, in the last year, we have been nearly net-positive in terms of supplying our household and transportation needs. I also would like to mention the generous support of my employer, Cigna, for the continual addition of at-work charging stations to support the growing number of EV-owning employees.

Connecticut is well-positioned to capitalize on its membership in the CARB coalition to dramatically reduce the amount of fossil fuel consumed in the transportation sector. I personally recommend these priorities:

1. Encourage the deployment of charging infrastructure:
  1. Invite bids for low-power charging at Park-and-Ride lots, designed for all-day charging. This would encourage both EV usage and ride-sharing.
  2. Join Massachusetts in installing DC Fast-Chargers (DCFC) in the state's highway rest areas. To scale to future volumes, this should not be a state-funded, free service, but a state-business partnership, much like the existing food or gasoline concessions.
  3. Work with the PURA towards an EV-based Demand Response program. Charging equipment exists that allows consumers to balance the incentives of participating in the program against their need for an immediate charge.
2. Engage and incentivize mainstream stakeholders -- particularly car dealerships, electric utilities, and retailers -- to take advantage of the business opportunities presented by the EV transition.
3. Solicit ideas and experiences on how to phase out the gasoline tax as the primary support for road maintenance. A future solution must be perceived as equitable (EV's paying their fair share of infrastructure costs) but also progressively dis-incentivize CO2 pollution (with user fees based, perhaps, on vehicle class and/or usage).

With the new generation of EV's coming to market, a much broader swath of our residents should benefit from the economic and environmental benefits, but also from the small, and agreeable, lifestyle adjustments. For example, last weekend as I returned from Washington, DC, I stopped in New Jersey for a fast-charge. To fill those 30 minutes I had a choice of a discount at the hosting restaurant, or a short walk for a haircut. (I ended up doing both!)

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