Presentation for PURA Technical Meeting on the CT Small MUD and Low-Power Solutions Working Group

Clean Transportation Communities of Southern Connecticut (CTC)

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Clean Transportation Communities of Southern Connecticut

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Clean Transportation Communities of Southern Connecticut (CTC)

Clean Transportation Communities of Southern Connecticut (CTC; formerly Greater New Haven Clean Cities Coalition) is an independent nonprofit that brings together stakeholders in the public and private sectors in New Haven, Middlesex and New London counties to deploy alternative and renewable fuels, idle-reduction measures, fuel economy improvements, and emerging transportation technologies. Our goals are to improve air quality, support economic development, increase energy security, and reduce dependence on petroleum. We do this by providing education and training, technical assistance, networking opportunities, and funding assistance to our stakeholders.

Nationally, there are more than 75 Clean Cities and Communities coalitions designated and funded by the federal Department of Energy that advance the nation's economic, environmental, and energy security by supporting local actions to reduce greenhouse gas emissions and cut petroleum use in transportation. Learn how the national network of Clean Cities and Communities coalitions works today to create the transportation system of tomorrow.

EDC-proposed provisions for Commercial 2-4 Small MUD Pathway we support

- Provides small multi-unit dwellings (2-4 unit MUDs) that have a shared common meter with access to incentives that are not subject to the residential high poverty, low opportunity (HPLO) requirement.
- Allows small MUDs that use low-power level 2 (LPL2) receptacles and residential-grade EVSE access to incentives.
- Loosens restrictions related to deeded spaces.

EDC-Proposed Incentive Levels vs EVSE Installation Costs for Small MUDs

- Local EVSE installers: a 4-port level 2 (L2) project could cost up to $20K, a 1-port project up to $10K. New Buildings Institute/CALGreen: L2 EVSE retrofits cost $2,826 — $9,800/space, $5,191/space on average.

- A two-port L2 project in a 5-unit MUD in a distressed municipality can currently receive up to a $40K make-ready incentive. A similar project in a 4-unit MUD would receive $3K under the EDCs' proposal. Why this wide discrepancy?

- $1500/port can cover more standard installations, but small MUDs frequently are old townhouses that would need new electrical service, trenching, and/or long conduit runs.

- **We would recommend a $2,500/port cap for baseline and a $4,000/port cap for underserved**.

Other Recommendations for Flexibility and Affordability of Small MUD Installations

- **Allow level 1 (L1) smart outlets to be eligible.**

- **Reduce port minimum from two to one.** Some small MUDs may only have one parking space. Also would facilitate shared charging.

- **Allow installations on tenants' individual meters to be eligible for Commercial incentives.** Small MUDs are not subject to the HPLO requirement from the PA 25-173 statute, and often have no commercial meter or are owned by landlords not inclined towards installations. In this case, it could be simpler administratively to remove the small MUD Residential program. Alternatively, the HPLO requirement could be removed from the small MUD Residential program.

EDC-proposed amendments to Commercial 5+ Large MUD Program we support

- Allows L1 and LPL2 smart outlets to be eligible for incentives.

- Allows 5+ MUDs with deeded spaces to qualify for L1 and LPL2 smart outlet incentives if 20% or more of spaces have receptacles installed, as Eversource MA does — a different way to share power.

EDC-Proposed Low-Power Incentive Levels vs EVSE Installation Costs for 5+ Large MUDs

- CTC assisted a local large MUD as they were seeking EVSE for their garage, and a quote for 15 standard “dumb” L1 outlets, one of the cheapest they received, still totaled almost $50,000.

- L1 and LPL2 tend to be cheaper than L2, but some significant make-ready costs—i.e. new electrical service, trenching, and/or long conduit runs—may be necessary irrespective of power level.

- Update: Peninsula Clean Energy/WestLight Energy now **offers** a $2,500/port cap for baseline and a $3,000/port cap for affordable housing, with a $5K main panel upgrade for installations with 4+ ports.

- **We would recommend a $2,500/port cap for baseline and a $4,000/port cap for underserved.**

Managed Charging

- EDCs: Too complicated to administer in shared spaces

- **We believe managed charging should be required in situations with individually-assigned spaces.**

- **On-board vehicle telematics can provide an alternate way to track individual charging sessions.**

Signatories

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Steven Winter, **State Representative**, 94th Assembly District of New Haven and Hamden, and Executive Director of the **New Haven Office of Climate and Sustainability** — steve.winter@cga.ct.gov, SWinter@newhavenct.gov

Thank you!

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