



TESTIMONY IN SUPPORT OF SB 771
AN ACT ADDING REQUIREMENTS FOR ELECTRIC VEHICLE CHARGING PARKING
SPACES TO THE STATE BUILDING CODE

February 13, 2019

To: Honorable Chairs Sen. Bradley and Rep. Verrengia and Distinguished Members of the Public Safety and Security Committee

From: Lori Brown, CT League of Conservation Voters

Thank you for the opportunity to testify **IN SUPPORT OF SB 771**, An Act Adding Requirements for Electric Vehicle Charging Parking Spaces to the State Building Code.

At the Connecticut League of Conservation Voters, we are deeply committed to our “**Clean Energy For All**” campaign, which garnered support from thousands of residents and over one hundred lawmakers in 2018. In order to achieve the initiative’s stated goal of **100% clean energy by 2050**, Connecticut must begin rapidly adopting measures to encourage the efficient electrification of public and private vehicles.

Transportation accounts for roughly 38% of Connecticut’s greenhouse gas emissions, and is a significant contributor to air pollution. Electric vehicles (EVs) reduce greenhouse gas emissions by about 75% compared to traditional gasoline engines, and are therefore a critical component to reducing our emissions and improving our air quality.

Low-income communities are often disproportionately impacted by air pollution, making electric vehicles even more important for improving public health for the most vulnerable among us. The American Lung Association estimates that shifting to EVs and other zero emission vehicles will save Connecticut \$1.3 billion in health and climate saving and reduce premature deaths and heart attacks.

In order to meet Connecticut’s mandated goal of reducing greenhouse gas emissions to 45% of 2001 levels by 2030, we would have to put roughly 500,000 zero emission vehicles on the road. This requires planning and forethought now.

Most EV drivers “charge where they park,” with approximately 90% of EV charging taking place at home and work. The remaining 10% occurs at a variety of commercial locations. Connecticut needs a cost-effective way to meet the charging needs of EV drivers and prepare for the greater numbers of EVs to come.

Constructing buildings with the requisite electrical infrastructure is significantly less expensive than retrofitting buildings after the fact. A cost-model for the city of San Francisco, which has adopted similar building codes, found the price of **retrofitting EV parking spaces was two to**

six times more expensive than installing the infrastructure during initial construction. Between 2020 and 2025, California will save up to \$310 million due to similar building codes.

Buildings being constructed today will last several decades at least. During their lifespan, it is highly likely that EVs will become the dominant mode of personal travel. Instead of waiting for this eventuality—thus incurring the higher costs of retrofitting—buildings should be required to preemptively adapt. In this sense, **SB 771 is a cost-saving measure.**

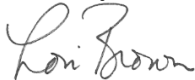
The presence of EV related infrastructure will also help assuage potential EV owner's concerns about access to charging. This will in turn spur greater investment in EVs, decreasing Connecticut's overall emissions and helping us maintain better air quality and fight climate change. It is truly a win-win that will make it easier to drive and ride electric in Connecticut.

Connecticut already has an EV ready building code for residential garages, but it is too broad and has not been enforced effectively. **Adding requirements for residential and multi-family dwellings is critical to achieving maximum EV deployment.**

Over fifty state and local governments have adopted similar legislation, including California, Oregon, Washington, Atlanta, Denver, New York, Oakland, Philadelphia, Salt Lake City and San Francisco. Connecticut should join these governments and further cement our status as a clean energy leader. On behalf of the Connecticut League of Conservation Voters, I urge you to **VOTE YES on SB 771.**

Thank you for considering this testimony as you deliberate on SB 771.

Sincerely,



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