We're all set.
Okay so, thanks Heidi.
So, I'm Robert Dubrow, for those of you who don't know me.
I'm co-chair of the School of Public Health Sustainability Committee that I co-chair that committee with Heidi.
And this is a very informal gathering to provide the community with information about electric vehicles.
So, just real briefly, and most of you probably know this already, but electric vehicles have very important environmental and climate advantages.
First of all in use they are zero emissions, but secondly, if they're charged with electricity that's generated from renewable energy then they're truly zero emissions, whereby they're not generating greenhouse gas emissions in any way.
And in fact, most of you have probably heard that the state of California now has a policy that starting in 2035, it will be illegal to sell an internal combustion engine vehicle in California.
So, they all will have to be electric vehicles.
Sorry, those are new vehicles.
Used vehicles will still be permitted.
So, today we have panelists who own electric vehicles.
The panelists are me, Paul Cleary, Denise Meyer, Dean Stanvermund and I’m looking to see if Cassidy made it. Cassidy said she wasn’t feeling well this morning so she may not have made it. Okay, so I guess there are, we have four panelists. And so, some of the issues you probably wanna hear about are things like, what’s it like to drive? Is it different? What’s the cost compared to a conventional gasoline powered vehicle? How convenient is it? Issues like that, and so I thought we could start just by going around to the panelists and having you just comment on whatever you think you’d like to say about your experience of driving an electric vehicle. So maybe we could start with Paul Cleary. Okay, those are good, first of all, thanks for organizing this. Those are good topics. I would say the question I get asked most often is the convenience. I own a Tesla and so, the performance is as good or better than any car I’ve ever owned.
So that’s not an issue.

But the question comes up, is it a hassle? How convenient it is?

My car has about a 270 mile range and I’ve learned that you have to think about it a little,

but less and less as charging stations become available.

Tesla has supercharging stations and then there’s stations really all over.

For example, when I take my car there’s a charging station at the airport

to plug in for free. If I go on the train there’s a charging station at the New Haven train station.

There’s one at my grocery store, which is Bishop’s.

There’s one at the garden center.

There’s even one at the local brewery in Bradford.

And increasingly there are charging stations throughout the country.

So, Tesla is every, almost every month expanding the number of stations

and for example, I just checked on my phone before we started, I have like four different apps,

the car washes list where the charging stations are.

There’s an app called Flex Share, Charge Hub and Connect, all of them if you click on them they’ll tell you where charging stations
And I would say I’ve never had to do much more than just be aware of it except a couple years ago whenever I was skiing in New Hampshire. I got sort of on the end of my charge and had a little bit difficulty. But they’re adding charge stations in those areas.

My neighbor, Erol Frickrick, has driven to the DC area and back without any issues. So, it’s really quite convenient. Because of the way the cars are run there’s almost no maintenance in my car. You don’t have any fluids. You don’t have, except for brakes, a lot of the mechanical issues are obviated. So, I’ve had a couple little things to take care of, like the door sticking and so on.

But, there’re many fewer maintenance issues and the cost, to be honest, I haven’t gone into the sharp pencil part of it. People claim that it is cheaper than electricity. When I lived in Bradford I put in solar panels, so it was, basically I was charging my car from the sun, so I wasn’t using the non-renewable resources that have to use, that are used to run power plants. So I would say on those issues that you raised, the cost is less.
The convenience is, I have to think about it a little bit, but I would say it’s become almost seamless. I plug in the car every night, I get up and I go and I’ve never, with maybe one or two exceptions a couple years ago on long trips, I’ve never had any issues with getting charged. Tesla has this thing called super chargers. So well, I can go to Hartford Airport and back without charging, but if I’m going to somewhere in New York and it’s a little bit longer and at super charger station I can charge 80% of the car in 20 minutes. So, I stop, get a cup of coffee or get something to eat, come back out and the car’s charged and ready to go. So I’m just absolutely ecstatic about it and pleased. I think it’s very functional. I’ll stop to see if anyone has any questions. Yeah Brian, I have a question. Do you ever find that these charging stations are filled up with other people trying to charge up and you don’t have access to one of ’em? I would say, I would say a year ago I would say that has never happened. As people get interested in it, it has. So for example, it used to be you’d go to the train station and you get free charging.
The charging station was down on the ground floor, which was the closest spot and there was never anyone there. Once or twice or three times recently when I’ve gone to the train station it’s been full, which to me is a good thing. On the other hand, the apps will tell you whether or not there’re spots available or not. So, it used to be go to a Tesla station and there’d be no cars. Now you go and I would say once or twice I haven’t been able to get in and I had to go get a cup of coffee and wait or something. But it’s being compensated for by the proliferation of charging stations.

I have one quick question. Go ahead Brian. I’m just wondering if like I have always heard about electric cars, and other batteries as well, like over time does the capacity diminish? Like your 270 miles, a year ago was it 290 and then a year from now, will it be 250, or does that not so much happen any more? The answer is certainly yes, with the caveat that we don’t really know. And what I mean by that, one thing I didn’t mention is the capacity goes down dramatically in cold weather.
So, of the times I’ve had the trouble, as I said, I went to New Hampshire skiing and it was nighttime, it was cold, the heater was on and the batteries just don’t perform as well.

So, that’s one factor.

My car has gone down, you know, it used to be, when I got it it was like 274.

Now it’s like 268 or something.

My car is like four or five years old.

But, I don’t think we really know how fast or how far the Tesla batteries deteriorate, but any battery does.

That’s almost certainly going to happen, but I don’t think we have, others may have different experiences, but I’m at like 268 or something.

You can start to see it ebb away, but we don’t know, if I keep the car 10 years,

we don’t know yet, I don’t think. Others may have different experiences.

I’d like to chime in, can you hear me?

- I’d like to chime in, can you hear me?

So, we’ve had a 2000.

I can barely hear you, Stan.

- I can barely hear you, Stan.

- I can barely hear you at all.

No, when you had the headphones on we could at least hear you.

- Is that working?
We can barely hear you.
It’s not working.
It’s not working.
No.
It’s getting a little better.
Okay, if you can hear me I’ll just speak up.
Can you hear me okay now?
Yes, much better.
Okay, I’m sorry about that.
I am still trying to figure out
this new headphones.
But, we had a 2002 Prius and nobody knew
how long the batteries were going to last
and I gave that car away this year
mostly because it needed a catalytic converter
and a bunch of other, needed about $1800
worth of non-battery related upgrades
and I just, I wanted to buy an electric car,
so I gave it to a friend who’s an amateur
car repair guy.
So, we had predictions that the most it would last,
this battery would be 100,000 miles
and when I gave it away it was 130,000 miles.
There was a slight diminishing
in performance in the car,
not so much that I could really notice it,
but the folks at the Toyota dealership told me.
And I do believe that it’s unknown,
just as Paul said, the extent to which these new era
batteries in electric cars, as opposed to hybrid cars, but I have to say, I’m terribly optimistic because all of the predictions of prior era technology since 2002 is a long time ago in the battery field. All of the dire predictions that they would only last five, 10 years were completely wrong. And so, I’m pretty optimistic that this new technology are going to be long acting batteries, shall we say, the EverReady Bunny. I have one comment I think is pertinent to this and then I’d like to turn it over to Denise. So, we decided, we bought our, we got our electric vehicle, which is a Chevy Bolt, at the beginning of 2020 and we decided to do a three year lease because the reason is that I’m predicting that battery technology has been improving and I think it’s gonna keep improving. So I didn’t wanna kind of lock in for the longer term. And so, that’s kind of one approach to this. For one thing, in three years I don’t think deterioration of the battery performance is gonna be an issue over just three years. And secondly, my guess, my prediction is that the range is gonna keep improving so that if two or three years from now, the range, the typical range
might be 350 miles instead of 250, let’s say.
So anyway, that was one comment.
So now, let me turn it over to Denise and you can talk about it.
Why don’t you say what kind of car you own?
I have a 2016 C-Max which was put out by Ford.
I think they’ve discontinued the model. It is a plug-in hybrid.
So, its plug-in electric and gas engine.
So it’s much smaller battery capacity,
but I can go without stops and starts,
and I can go 23, 24 miles on pure battery.
If I am doing errands around town
I’ll get more like 18 ’cause that’s a bigger pull on the battery.
What I discovered is 90% of my driving
is very local so my gas costs went way down
and I did the math about three years ago,
I’m not entirely sure that I did it right,
but my calculations was it was like 60 cents
at that point to charge for 24 miles
as opposed to, at that time, $3 for a gallon of gas.
So, I also discovered that 90% of my driving
is very local, so I buy very little gas.
My charging experiences have not been as rosy as Paul’s.
280 00:15:29.130 --> 00:15:33.147 Yeah lots, there are very few charging stations.
281 00:15:33.147 --> 00:15:37.970 When I was carpooling I could get one way
282 00:15:37.970 --> 00:15:40.690 on battery, but I couldn’t get back,
283 00:15:40.690 --> 00:15:43.433 very few charging stations in New Haven.
284 00:15:44.360 --> 00:15:46.410 Guildford Train Station does not have one.
285 00:15:46.410 --> 00:15:48.920 Milford has one, or has two, but one
286 00:15:48.920 --> 00:15:52.090 is usually broken and they’re not
287 00:15:52.090 --> 00:15:53.833 real good about maintaining them.
288 00:15:54.690 --> 00:15:56.960 There’s really only a couple in Guildford,
289 00:15:56.960 --> 00:15:59.870 so when I’m home and it’s in the garage
290 00:16:03.481 --> 00:16:05.140 it’s great, but it takes a little more planning
291 00:16:05.140 --> 00:16:07.950 I think, depending on where you are
292 00:16:07.950 --> 00:16:09.470 and what you’re doing.
293 00:16:09.470 --> 00:16:11.900 The Ford doesn’t have that super charge,
294 00:16:11.900 --> 00:16:15.560 but again, the technology is changing so fast
295 00:16:15.560 --> 00:16:18.890 that I probably, my next car, which hopefully
296 00:16:18.890 --> 00:16:21.010 won’t be for another five or six years,
297 00:16:21.010 --> 00:16:22.640 will probably be all electric
298 00:16:22.640 --> 00:16:24.800 and I’m hoping that infrastructure is better.
299 00:16:24.800 --> 00:16:28.811 But, as a point of entry into a technology,
300 00:16:28.811 --> 00:16:31.580 I love the C-Max.
301 00:16:31.580 --> 00:16:34.700 As Paul said, without the combustion engine,
302 00:16:34.700 --> 00:16:37.223 the maintenance costs are much lower.
303 00:16:39.670 --> 00:16:42.390 There’s just, you don’t have to have
304 00:16:42.390 --> 00:16:44.190 all those oil changes and all those
305 00:16:44.190 --> 00:16:45.620 other routine things.
306 00:16:45.620 --> 00:16:49.610 So, and it’s a really nice plus,
307 00:16:49.610 --> 00:16:53.340 it’s a quiet car when it’s on battery.
308 00:16:53.340 --> 00:16:54.453 It’s a quiet ride.
309 00:16:57.010 --> 00:16:59.160 - I have a question about charging at home.
310 00:17:01.410 --> 00:17:02.600 Home charging.
That’s available I know for Tesla.

I’m not sure for others, but you do have to get a special device to charge it from your home, no?

On my Ford I didn’t have a 220 outlet, so I just go into a regular 120.

I’ve just put in a 220, so I can buy a new adapter and do that if I want.

But, it takes six hours on a 120 to charge for that 20 miles.

So, it’s you know.

- When you do that do your lights dim in your house?

- Nope.

- Good.

- Thanks.

- Paul, did you wanna say something?

- I was just gonna comment on a couple things Denise said.

- First of all, since I’m purely electric I would find it impractical to do the 115.

- It would just take a day or two to charge it up.

- So, we put in 220, but I think as Daniel just noted it’s not a big deal.

- You just run a 220, you probably have it on your dryer.

- or appliance, you just put, I just put a plug in the garage and charged it.

- But, to Denise’s first point, what her typical driving is, when I was buying my car.

- I was going, well, what if do this
338 00:18:12.084 --> 00:18:14.020 and what if I go to Washington
339 00:18:14.020 --> 00:18:14.853 and what if I do this?
340 00:18:14.853 --> 00:18:17.580 And he says look, why don’t you tell me
341 00:18:17.580 --> 00:18:20.483 what you do in a typical week or month.
342 00:18:21.450 --> 00:18:24.300 And when I did that it was quite instructive
343 00:18:24.300 --> 00:18:27.960 'cause the reality is well, I go to work every
day,
344 00:18:27.960 --> 00:18:30.750 so I didn’t need to, I don’t need to charge at
work.
345 00:18:30.750 --> 00:18:32.640 I charge at home.
346 00:18:32.640 --> 00:18:34.394 I go to the airport, used to go to the airport
347 00:18:34.394 --> 00:18:38.370 three, four times a month, but I could go there
and back.
348 00:18:38.370 --> 00:18:40.830 And it’s instructive.
349 00:18:40.830 --> 00:18:42.364 I think anyone on the call should just write
down
350 00:18:42.364 --> 00:18:45.890 what you do with a vehicle in the course of a
month.
351 00:18:45.890 --> 00:18:49.996 My guess is, it’s like Denise, it’s much more
local
352 00:18:49.996 --> 00:18:53.652 than one worries about when you’re saying,
353 00:18:53.652 --> 00:18:56.610 what’s the boundary condition of the car.
354 00:18:56.610 --> 00:19:00.480 Your typical use is usually much lower.
355 00:19:00.480 --> 00:19:05.480 I never used actually the charge at the local
grocer
356 00:19:07.590 --> 00:19:10.084 or the garden center and stuff, ’cause I just
357 00:19:10.084 --> 00:19:13.070 go out and do the things I do, go to work,
358 00:19:13.070 --> 00:19:14.600 come back, I don’t go to work anymore,
359 00:19:14.600 --> 00:19:16.860 but used to go to the office and come back,
360 00:19:16.860 --> 00:19:18.920 just charge it at home.
361 00:19:18.920 --> 00:19:21.440 And the only time I really would charge
362 00:19:21.440 --> 00:19:23.670 it in the train station mainly ’cause it was free
and it was kinda cool. I’d go to New York for the day and come back with a charged car. But, most of the things you can do in very limited radius as Denise indicated. Yeah, just to build on that. As I said, we’ve owned the car since the beginning of 2020 and of course, it’s been special circumstances, but we’ve never used an outside charger. We’ve only charged at home. And the range is about 240 miles on the Chevy Bolt. And so, actually we never have taken a trip, that round trip has been more than 240 miles, except for one time. We traveled to Burlington, Vermont and in that case we decided the easiest thing, simplest, which is about 275 miles one way and we decided the easiest thing to do would be to rent the car, conventional car. So, that’s what we did. I think a disadvantage of the Bolt compared to Tesla is that, Paul, correct me if I’m wrong, but I believe those super charger charging stations are Tesla specific. Do you know if that’s the case? Yeah, that’s correct. They are, I don’t know, they operate
at something like 450 volts or something.

Yeah, they’re Tesla specific.

Yeah, the Bolt doesn’t charge, have a charging station that charges that fast.

So, that’s what made it more kind of inconvenient to take a trip to Burlington because I believe the fastest, it’s called a level three charging station, for the Bolt only does about 20 miles, only puts on about 20 miles an hour.

So obviously, to fully charge it you’d have to do it overnight.

So anyway, that is a disadvantage. But we actually decided up front that, and we did that calculation, like how often do we really travel very far.

And the answer was we don’t.

And we decided we’d just rent a car when we needed to and we still save a lot of money I think.

- I should add, when I got my car the super chargers were free.

So, if I’m going to New York I stop in Milford, plug it in, get a cup of coffee or if I go to the train station it’s free.

They now charge and to be honest, I don’t know what the charge is.

So, if you buy a Tesla tomorrow morning there’s a charge for using the super charger.

It almost had to happen.
I couldn’t see how it was sustainable to have free charging to some people. They’ll go just charge their car only at the super charger if they’re near one. They may give you a year of free charging, Paul.

Okay.

I wanna make one other comment and then see if Stan wants to talk specifically about your experiences. It was about up front cost.

We haven’t dealt with that yet. So I could just, I could talk about the Bolt, which I can say runs great. I love it’s really quiet, as Denise was talking about.

I love the quiet ride and it has really good pick up. I’d say it performs better than any gasoline powered car I’ve ever owned.

But so, the cost, a new Bolt costs, well it depends on the features, but the average Bolt is roughly $38,000 to $40,000.

and we got a deal kind of, we bought new 2019 in early 2020, so they gave us a good deal. And so, for the lease, for the three year lease the total amount that we’re paying over the three years is about $11,000.

That’s pretty good for three years.
And so, I think some are more affordable than others, but EVs are becoming more and more affordable.

So Stan, do you wanna talk a little bit about your experience?

- My experience mimics Paul’s almost exactly. In fact, Paul was an inspiration for our thinking.

In 2002, all of our cars were hybrids. Out two sons, my wife and myself.

And we really thought that wasn’t enough given the circumstance of global warming and we looked at the plug-in hybrids.

You can do all of your local travel. Maybe you’re commuting, all electric.

And then, if you have to go to Burlington, Vermont you’re in a hybrid.

Currently just out of philosophy because we went solar in our house.

and so we thought if we went solar in our cars.

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So, that was the biggest gift for him we could make.
I have the resources to go somewhere in my house and to buy an electric car, I thought it would be a good thing to do. And the experience with the car is absolutely remarkable. It’s almost like a sports car. It’s so lively and so responsive. It has so little maintenance attached to it. It really seemed like we were making a leap into a whole new advanced technology that is unambiguously the wave of the future and we were just dazzled at how mature that technology was already.

The first time that we took it on a trip I had forgotten to plug it in and it was winter and my wife had a 6 a.m. flight to Puerto Rico and we stayed at the airport just for her convenience. And then I was driving to work to have my meeting with Heidi and I ran out of energy. It was somewhere around Wallingford, my car told me I was done. And I found on the web the nearest charging station, which happened to be a Choate School, for those of you who know where Choate is. So, I plugged in there for an hour and got enough to limp my way to the university and it was not a super charger,
it was just a conventional charging.
I had to figure out how to sign up and sync my credit card and just some pretty basic stuff.
And I had my meeting with Heidi as I was pacing the Choate parking lot ’cause I called her instead.
So, there was a humorous element to it.
And then on my way home I barely had enough,
so I stopped at a local Greek diner that has a Tesla plug-in.
So it was that one untoward experience the very first week that we owned the car where I didn’t know what I was doing.
Beyond that, it’s been a year of smooth sailing and really no problems at all, easy to find charger.
It’s easy to charge them up, super charger, as Paul said, 20 minutes.
Conventional chargers, you can plug it in for an hour.
- Thanks, Stan.
Daniel, did you wanna say anything?
You’ve posted a few comments.
- Yeah, so I mean, I’ve had a Bolt for about three years.
I put in some of the, here I was just writing another comment, road trips you do have to do some work ahead of time,
but it’s usually something you can figure out.
Here, I'll just type in that comment I was gonna send.

Other thing, let me just type it up 'cause it'll be easier to write than to say, but I think people should think about their energy plans that they're using. So, let me put in the chat about that.

Okay thanks.

One thing I wanted to say is it’s really great never having to go to a gas station. I can’t imagine ever attending a gas station again in my life or ever owning a gasoline powered vehicle.

I mean, the EVs are just so much more fun to drive and more convenient in so many ways except you know, for the ranges if you have to go on a longer trip, at least for me in the Bolt.

So, are there any questions, comments, concerns?

Feel free to raise anything, any kind of issues that you’d like.

Denise had her hand up.

Okay.

I did.

One advantage of my kinda hybrid was of course, I could go on a trip. And last year I actually drove to the south, to Alabama, and I think if you’re going to travel to that part of the country you probably...
552 00:29:28.850 --&gt; 00:29:30.270 are gonna have a lot more problems
553 00:29:30.270 --&gt; 00:29:31.893 than you did in the northeast.
554 00:29:32.870 --&gt; 00:29:36.143 I did not see one charging station south of Pennsylvania.
555 00:29:39.088 --&gt; 00:29:42.400 - I have a friend with a new electric car
556 00:29:42.400 --&gt; 00:29:45.870 and he went from Tennessee to California
557 00:29:46.710 --&gt; 00:29:49.650 and he managed it well, but only because he
558 00:29:49.650 --&gt; 00:29:51.493 planned very carefully,
559 00:29:52.610 --&gt; 00:29:55.670 for exactly the reason that Denise outlined.
560 00:29:55.670 --&gt; 00:29:59.630 And he told me he barely made his planned
561 00:29:59.630 --&gt; 00:30:02.148 charging station in Arkansas.
562 00:30:02.148 --&gt; 00:30:05.930 You know, just made it with a few miles to spare,
563 00:30:05.930 --&gt; 00:30:06.763 so to speak.
564 00:30:08.488 --&gt; 00:30:11.930 And he just mapped it out and he just decided
565 00:30:11.930 --&gt; 00:30:13.990 this is where I recharge and have dinner.
566 00:30:13.990 --&gt; 00:30:16.400 This is where I recharge, et cetera.
567 00:30:16.400 --&gt; 00:30:20.530 So, Denise is right that we are well endowed
568 00:30:20.530 --&gt; 00:30:23.370 in the northeast and people should feel
569 00:30:23.370 --&gt; 00:30:25.170 very comfortable getting an electric car
570 00:30:25.170 --&gt; 00:30:27.108 in terms of the logistics of being able to charge
571 00:30:27.108 --&gt; 00:30:29.110 if they make a longer trip.
572 00:30:29.110 --&gt; 00:30:30.610 But, most of us charge at home
573 00:30:31.500 --&gt; 00:30:33.890 'cause we're not going more than 200 miles
574 00:30:33.890 --&gt; 00:30:34.973 in a given day.
575 00:30:38.316 --&gt; 00:30:40.610 - The problem with that is that it’s a technol-
576 00:30:40.610 --&gt; 00:30:43.660 that’s very suitable for suburban homeowners
577 00:30:43.660 --&gt; 00:30:46.160 and very difficult for apartment dwellers.
578 00:30:46.160 --&gt; 00:30:46.993 - That’s true.
579 00:30:46.993 --&gt; 00:30:49.350 That’s one reason my son has not gotten
580 00:30:49.350 --&gt; 00:30:52.590 an electric car 'cause he’s in a townhouse
581 00:30:52.590 --> 00:30:56.276 and he’s not controlling his parking garage
582 00:30:56.276 --> 00:30:58.860 and he has yet to negotiate
583 00:30:58.860 --> 00:31:00.883 that with the homeowners association,
584 00:31:03.636 --> 00:31:05.886 so you’re absolutely right.
585 00:31:08.168 --> 00:31:10.156 - I have a question.
586 00:31:10.156 --> 00:31:11.540 - Yeah, go ahead.
587 00:31:11.540 --> 00:31:13.970 - I actually wanna, I actually had looked
588 00:31:13.970 --> 00:31:15.670 into gettin’ a Tesla.
589 00:31:15.670 --> 00:31:18.700 I actually went and test drove it and I was
590 00:31:18.700 --> 00:31:22.110 kinda really impressed with how nice it drove.
591 00:31:22.110 --> 00:31:24.500 But, I’m actually have a 70 mile commute
592 00:31:24.500 --> 00:31:29.500 and I kind of was sort of put away
593 00:31:31.760 --> 00:31:33.820 from an electric car after we had
594 00:31:33.820 --> 00:31:34.910 that big power outage.
595 00:31:34.910 --> 00:31:36.310 And like I would not even have been able
596 00:31:36.310 --> 00:31:37.470 to get to work.
597 00:31:37.470 --> 00:31:39.233 How would I have charged my car?
598 00:31:39.233 --> 00:31:41.410 How would I have been able to go?
599 00:31:41.410 --> 00:31:45.086 So, that was kind of, I’m kind of worried
600 00:31:45.086 --> 00:31:47.660 about that,
601 00:31:47.660 --> 00:31:50.793 with the power outages we have.
602 00:31:50.793 --> 00:31:53.430 I mean, I was out of power for six days.
603 00:31:53.430 --> 00:31:56.720 So, how can you guys, were you guys able
604 00:31:56.720 --> 00:31:57.983 to charge at, I guess, I don’t know how long
605 00:31:59.060 --> 00:32:02.870 - That’s actually, thanks for raising that point.
606 00:32:02.870 --> 00:32:05.120 That’s really quite important that when we have
607 00:32:05.120 --> 00:32:06.676 these power outages you’re always reminded
608 00:32:06.676 --> 00:32:09.108 how much you’re dependent on power.
609 00:32:09.108 --> 00:32:12.720 When I used to live in Bradford and we had
the big storm and we had power out
for about a week or so I couldn’t use the car.
You’re right, until the power was on.
I have a generator where we are now 'cause we lose power couple times a year.
But that is a down side.
If your power goes out and you don’t have alternative power you can’t drive after a while,
with the exception, I guess, what I did one time was I went in, I parked going into work,
I went into work, parked at the train station,
plugged it in to park.
I guess there, Denise can say, I’m not aware of all the Yale charging stations now.
That’s what I did.
I went into the train station and plugged in and it charged and did that for the remaining time after, while the power was out.
And now I have a generator.
That’s a real consideration.
Yeah, Martina, I would think that a plug-in hybrid might be a really really great option for you because they do have plug-in hybrids now that have a much longer range.
And I don’t know it off the top of my head, but if you could find a plug-in hybrid that had 160 mile battery range and you would always have the gas engine as a backup.
638 00:33:33.360 --> 00:33:35.940 - One thing, this is gonna sound a little silly, 
639 00:33:35.940 --> 00:33:39.147 but one thing I actually did for a while was 
640 00:33:39.147 --> 00:33:41.983 Milford has super charging stations. 
641 00:33:43.155 --> 00:33:45.006 Milford’s not next door, but it’s only 
642 00:33:45.006 --> 00:33:48.180 an extra 10 or 15 minutes really, so I’d drive 
643 00:33:48.180 --> 00:33:52.180 towards going to Milford, get something for 
breakfast 
644 00:33:52.180 --> 00:33:53.013 or a cup of coffee. 
645 00:33:53.013 --> 00:33:54.670 The car would be totally charged up. 
646 00:33:54.670 --> 00:33:57.075 Go to work, go home and so, that’s another 
way 
647 00:33:57.075 --> 00:33:58.010 of doing it. 
648 00:33:58.010 --> 00:34:01.000 At least with Tesla there are enough super 
649 00:34:01.000 --> 00:34:03.670 charger stations around. 
650 00:34:03.670 --> 00:34:06.250 Another trip I make regularly is going up to 
Boston. 
651 00:34:06.250 --> 00:34:07.793 There’s two or three places, 
652 00:34:08.690 --> 00:34:11.050 well three or four places that I routinely use 
653 00:34:11.050 --> 00:34:14.590 going up there to do round trips to Boston. 
654 00:34:14.590 --> 00:34:16.766 You have to plan it, as others have said, 
655 00:34:16.766 --> 00:34:20.130 but it’s very very manageable if you just 
656 00:34:20.130 --> 00:34:21.830 give it a little thought. 
657 00:34:21.830 --> 00:34:25.190 - So, those charging station are usually work- 
658 00:34:25.190 --> 00:34:26.510 ing 
659 00:34:26.510 --> 00:34:28.417 I was wondering about that because I go by 
660 00:34:28.417 --> 00:34:31.320 the Milford Mall every day on the way 
661 00:34:31.320 --> 00:34:32.533 in and on the way out. 
662 00:34:35.360 --> 00:34:37.230 - It’s a good question. 
663 00:34:37.230 --> 00:34:40.010 I’ve never run into them not working, 
664 00:34:40.010 --> 00:34:43.530 but I’m sure there’s I don’t know. 
665 00:34:43.530 --> 00:34:44.810 They must go out.
They do have big solar panels and battery arrangements, so I don’t know if they’ll operate when power goes out or not. The reason it was not a consideration for me is I have favorable public transportation near my home. I have a bus and I have a train that’s not so very far. So, I have backup. So I could take a chance on a one week power outage with an electric vehicle because of that. And actually, this is all false pretenses. The electric car is actually my wife’s and I still have a, I have a 2005 Prius. But, I use her car when she’s not gonna be using it on a given day. She’s retired and doesn’t travel, doesn’t drive each and every day. So I try to use the electric car as much as possible. But, if we let’s say the Prius was in the shop or we get rid of the Prius.

Lauren asked if there were tax incentives. My guess is Rob or someone else knows this better than I do. When I bought my Tesla there were pretty substantial tax incentives, but I was under the impression they expired.
a few years ago, but maybe someone else knows.

At the time there were both federal and state incentives and my impression was both of those expired not long after I bought my car.

Rob, do you know how those work?

You know, I believe they’re vehicle specific. So, once a certain number of cars have been sold of a particular type they expire. So for example, I couldn’t get any kind of tax incentive for the Bolt because they had sold enough of them. But, I don’t know the specifics really.

I’ve lost track about what the amount is, et cetera.

Does anyone know the answer to that?

I don’t know currently, but when I bought mine in 2016 I got $9000 in incentives. So, it’s worth looking at.

There’s actually a web page where you can look it up.

The Department of Energy and Environmental Protection. It’s called Cheaper and I think it gives you exactly, you can look up the models and everything and tells you if there’s any incentive or not, if you get any rebates.

Several people have written comments about difficulty of charging at Yale
and should Yale be encouraging it. I wonder if that’s something the committee, I don’t know if that’s too heavy a lift, or is that something the committee could raise? My guess is it’s not on a lotta people’s radar screen. But, I think Tesla, if enough people petition, you know, they will respond and put charging stations in certain places. I don’t know what their policy now is, but I wonder if Yale would do something about expanding the number of charging stations, not just for Tesla, but for wide. - I mean, that would be easy enough for us to raise that with the Yale Office of Sustainability and see if it’s something they’re already thinking about or not. I think that certainly makes a lot of sense to do that.

All right, any other questions or comments? Okay, so if not I think we could wrap up. Let’s see, here’s something. Martina just posted the website. All right, well thanks everyone and I hope you found this to be a useful discussion and I’d encourage you all to go out and buy an electric vehicle. It’s really fun. - It’s the new version of Car Talk.
And let’s get Yale to provide more charging stations.

I think that’s a very good project.

Yeah, I agree.

Thanks everyone.

Thanks everyone.

Good talking to you.

Sorry it’s not in person, but always good to talk.

Yeah.

Thank you.