



# A BAN WITH NO PLAN



*“Pump the Brakes on EV Mandates”*





We all want cleaner air for Connecticut residents. We must protect and preserve our environment and our air quality. However, this proposed regulation eliminates consumer choice and forces residents to pay more for their transportation needs, all to achieve the Governor's unrealistic decarbonization goals.

Connecticut is already at the forefront of clean energy initiatives.

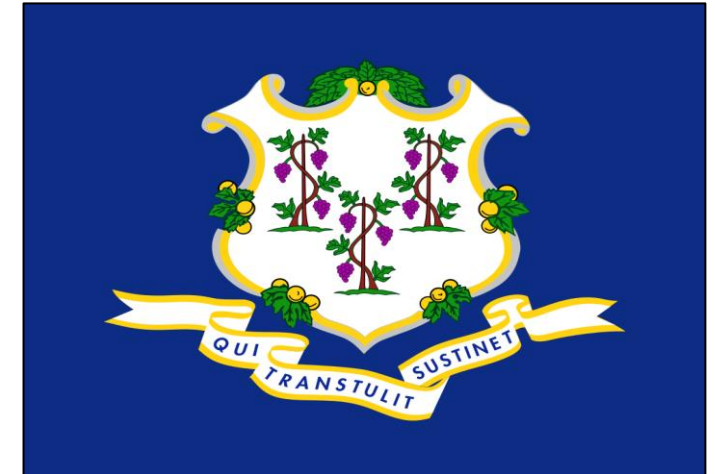
- Requiring zero-emission supply of electricity by 2040
- Developing offshore wind (Active RFP underway by DEEP)
- Encouraging battery storage and solar distributive energy
- Providing state rebates (CHEAPR) for purchasing zero-emission vehicles
- Requiring utilities to provide rebates for home EV charging stations

With a historic level of funding from Washington headed to Connecticut, we must work on maximizing a record investment in our state to protect the environment and improve our infrastructure – without hurting working and middle-class families.

# WHY ARE WE HERE?

The Lamont Administration is proposing to ban gas-powered cars by 2035

- States must follow EPA or CA emissions standards
- CT follows CA emissions standards
- Prompted by an executive order, CA recently adopted new regulations to ban the sale of gas-powered cars
- Now, the Lamont Administration is following CA and forcing this life-changing ban on CT residents without a vote by the Legislature



**Who represents YOU in Sacramento???**

CT should follow the federal EPA standards that set more realistic goals and maintains consumer choice



TOO MANY UNANSWERED QUESTIONS



*“Pump the Brakes on EV Mandates”*



# NO PLAN TO ADDRESS THE BURDENS ON OUR FAMILIES

## As Consumers

- Average EV prices remain higher than average gas powered vehicles
- Non-premium EV ownership costs 18% more over 5 years
- EV insurance rates have risen 75% compared with 29% for gas and diesel models
- Unknown what the secondary market will be for used gas vehicles, especially for low-income families

## As Taxpayers

- Over \$500 million in gas tax revenue will be lost. What will replace that? Tolls?
- Studies suggest that extra EV weight causes 2.3X more stress on roads
- State and Federal subsidies to offset electric vehicle purchase costs

# WHAT'S THE PLAN?

## Power Supply

- Moving to 100% EV will require a significant amount of new power.
- How much additional power do we need?
- Where will the power supply come from?
- Will this new power be clean?

## Power Grid

- Eversource estimates that the cost to upgrade CT's power grid is approximately \$2.4 Billion for at least 14 new substations.
- In addition to the **\$2.4 Billion**, how many more **billions** will be needed for grid upgrades?
- What is the cost for United Illuminating and municipal electric companies?

## Charging Stations

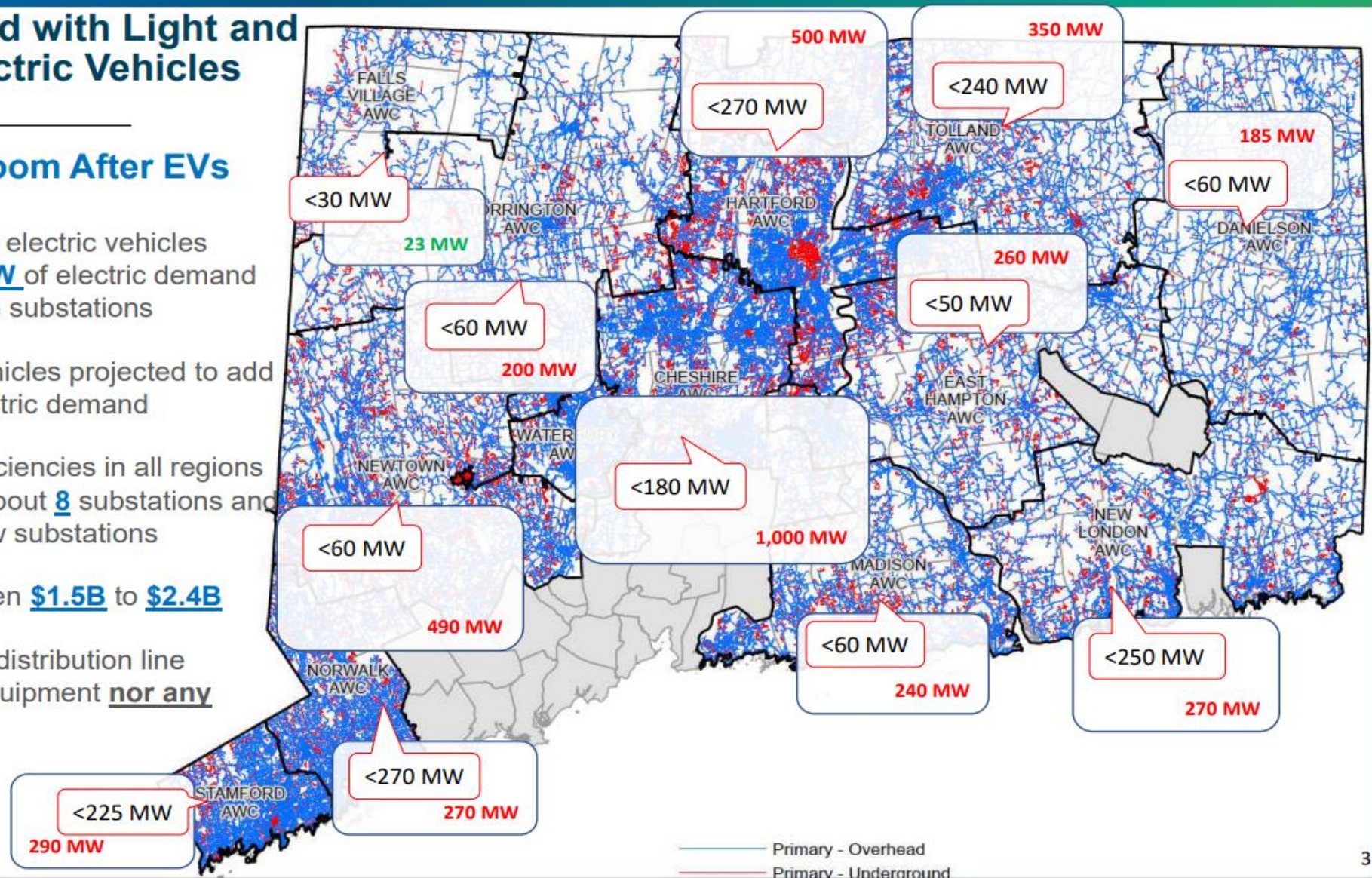
- Chargers are not readily available throughout the state
- Home charging options are expensive
- No **definitive** plan for on-street parking, multi-family residences, or public housing
- Charging infrastructure expansion will cost millions

# LOOK WHAT OUR ENERGY INDUSTRY IS SAYING

## Impact on the Grid with Light and Medium Duty Electric Vehicles

### Available Head Room After EVs

- Light and Medium Duty electric vehicles projected to add **4,000 MW** of electric demand aggregated at Eversource substations
- Heavy Duty electric vehicles projected to add another **1,800 MW** of electric demand
- Mitigating capacity deficiencies in all regions will require upgrades to about **8** substations and constructing about **14** new substations
- Estimated costs between **\$1.5B** to **\$2.4B**
- That **does not** include distribution line upgrades and new line equipment **nor any** Transmission upgrades



# ELECTRIC TRUCKS — WHAT'S THE PLAN?

- Freight loads will have to be reduced and extra trucks added to the roads to compensate for the added battery weight to comply with federal maximum weight requirements.
- Electric trucks weigh 10% more than traditional engine trucks, so loads will have to be reduced by 10% - requiring additional trucks on our already busy and stressed roads
- Infrastructure for long-haul truckers is inadequate. A semi-truck can travel longer distances and be fueled in less time to make deliveries timely and cost-effective.
- Electric trucks cost approximately 400% more than diesel
- The life expectancy of EV trucks is 40% less than diesel
- A 1 MW EV charger for a truck uses energy equivalent to powering approximately 400 homes
- CT has 1.4 million households and about 5,400 registered trucks. Charging all of them would require the power equivalent of 2.1 million homes.





# SMALL BUSINESS IMPACT

- Lamont Administration claims that the EV mandate will not have an “**adverse**” impact on small businesses
- But...gas stations, mechanic shops, and transmission repair centers will be effectively shut down
- Costs of shipping goods will increase (Amazon, Walmart, grocery orders, prescriptions)
- What will this cost **YOU**? Will it cost **YOU** your job?



*What's the plan?*

# ENVIRONMENTAL IMPACT OF EVS

- “Electric cars and renewable energy may not be as green as they appear. Production of raw materials like **lithium**, **cobalt**, and **nickel** that are essential to these technologies are often ruinous to land, water, wildlife, and people.” – New York Times (May 6, 2021)
- Mining produces 15 tons of carbon dioxide for every ton of lithium mined and 77% of the global supply of EV batteries are manufactured in China, which uses coal as its main energy source.
- The Fraunhofer Institute for Systems and Innovation Research estimates that a mid-range EV car with a 40 kilowatt-hour (kWh) battery bought in Germany in 2019 would need to drive 32,311 miles before its lifetime emissions fell below that of a comparative diesel or petrol vehicle. For luxury EVs with large batteries (120kWh) that increases to 142,915 miles.



# ENVIRONMENTAL IMPACT OF EVS

- Manufacturing a 500 kg electric car battery in Germany emits 74% more CO2 than producing a traditional car.
- “China dominates, with **80% of the mining capacity** of battery raw materials in 2021. The Democratic Republic of the Congo (DRC) mined 68% of the world’s cobalt supply in 2020. More than half the world’s lithium comes from the Lithium Triangle (Chile, Argentina, and Bolivia), nickel production happens in Indonesia and Australia, and manganese is found predominantly in South Africa.” – Recurrentauto.com (October 10, 2022)
- **What is the Lamont Administration’s plan for the end-of-life of EV batteries?**



Photo Credit: electronics-sourcing.com



# HUMAN RIGHTS IMPACT OF EVS

## *What's the plan?*

“Children told Amnesty International they worked for up to 12 hours a day in the mines, carrying heavy loads to earn between one and two dollars a day.

In 2014 approximately 40,000 children worked in mines across southern DRC, many of them mining cobalt, according to UNICEF.”

- Amnesty International (January 19, 2016)

*The Culture War Is  
Coming for Your Car*

THE WALL STREET JOURNAL.

October 5, 2023

THE WALL STREET JOURNAL.

October 24, 2023

**GM Scales Back EV Plans  
as Buyers Hesitate**

**GM, Honda scrap plans to co-develop  
'affordable' sub-\$30,000 EVs**



October 25, 2023

October 3, 2023

**CT INSIDER**

**Avangrid pulls contract for offshore  
Park City wind power project**

**No hydrogen hub for CT  
and the Northeast**

 **the ct mirror**

October 13, 2023

## IMPACT ON CT FAMILIES

Mandating the purchase of EVs is **expensive** and **life-changing** for **working and middle-class** Connecticut families.

And it could all be for nothing...here's why

## DOES THIS ACHIEVE ENVIRONMENTAL GOALS?

Global jet streams blow air from west to east. Therefore, air quality in Connecticut is largely determined by pollutants in states to our west, such as New York, New Jersey, and the industrial Rust Belt.

“Connecticut sits at the end of the tailpipe of the nation’s exhaust fumes...States like Connecticut who are downwind of some of our country’s heaviest polluters need the protection of strong interstate ozone pollution regulation.”

– Attorney General William Tong

“More than 90% of ozone levels in southwestern CT and more than 80% percent of ozone levels in some remaining parts of the state result from pollution that originates in areas located outside of CT’s jurisdiction.”

– CT Department of Energy and Environmental Protection

# Q & A

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# TAKE ACTION TO STOP THE BAN



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for more information

## Call Democrats to urge a **NO** vote at the Legislative Regulation Review Committee meeting on November 28, 2023

- Sen. Joan Hartley: [Joan.Hartley@cga.ct.gov](mailto:Joan.Hartley@cga.ct.gov)/860-240-0006
- Sen. James Maroney: [James.Maroney@cga.ct.gov](mailto:James.Maroney@cga.ct.gov)/860-240-0381
- Sen. Cathy Osten: [Catherine.Osten@cga.ct.gov](mailto:Catherine.Osten@cga.ct.gov)/860-240-0579
  
- Rep. Tom Arnone: [Tom.Arnone@cga.ct.gov](mailto:Tom.Arnone@cga.ct.gov)/860-240-8585
- Rep. Lucy Dathan: [Lucy.Dathan@cga.ct.gov](mailto:Lucy.Dathan@cga.ct.gov)/860-240-8585
- Rep. Bob Godfrey: [Bob.Godfrey@cga.ct.gov](mailto:Bob.Godfrey@cga.ct.gov)/860-240-8500
- Rep. Kevin Ryan: [Kevin.Ryan@cga.ct.gov](mailto:Kevin.Ryan@cga.ct.gov)/860-240-8585

## Call Democrat leadership to voice your opposition to the Governor's ban on the sale of gas-powered cars

- Gov. Lamont: 860-566-4840/800-406-1527
- Senate Democratic Leadership: 860-240-8600/800-842-1420
- House Democratic Leadership: 860-240-8500/800-842-1902

Sign The petition to stop "A Ban With No Plan"

<https://ctsenaterepublicans.com/2023/10/banwithnoplant/>

