A BETTER WAY TO
A CLEANER AND GREENER CONNECTICUT

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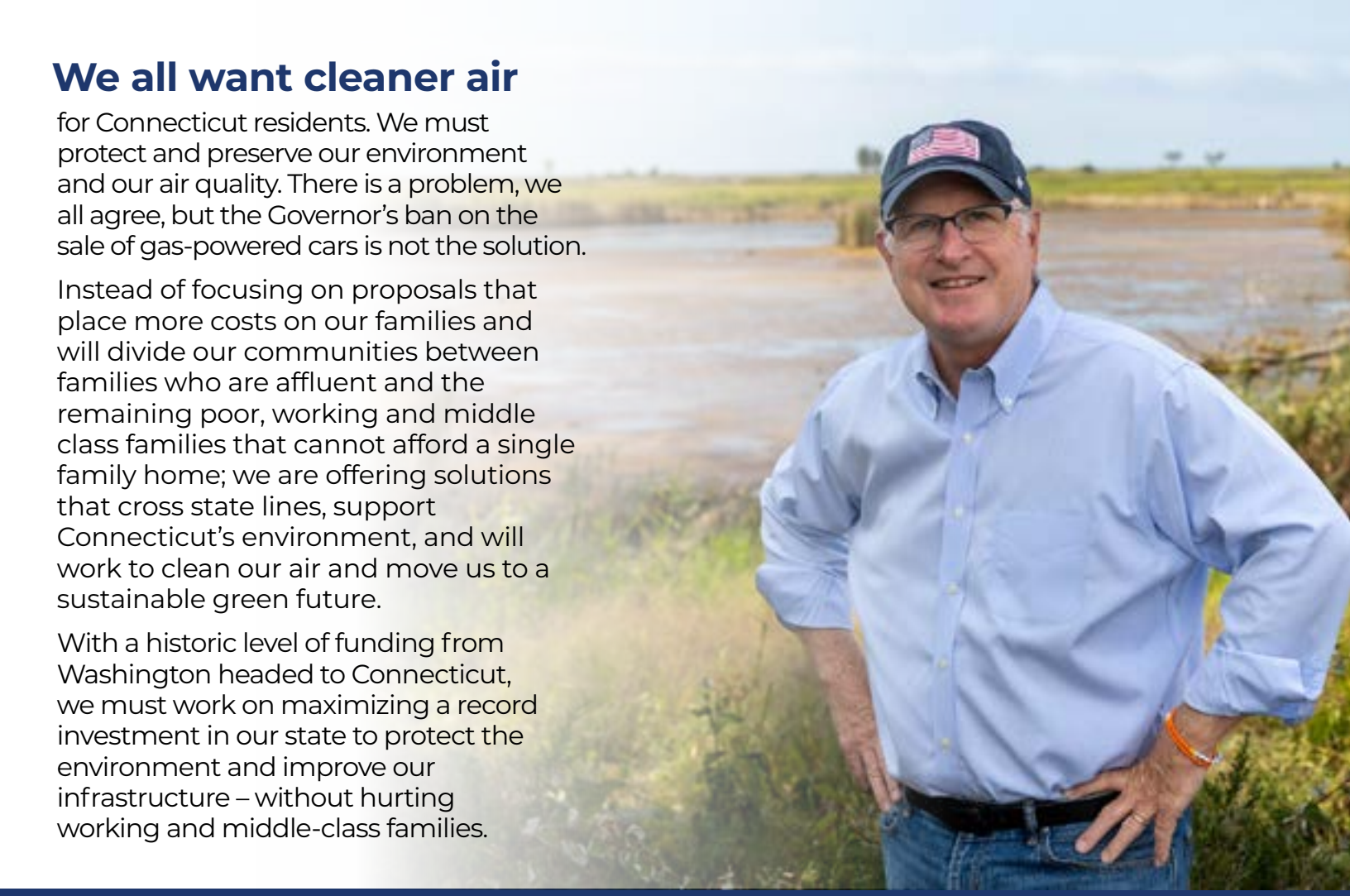
We all want cleaner air

for Connecticut residents. We must protect and preserve our environment and our air quality. There is a problem, we all agree, but the Governor's ban on the sale of gas-powered cars is not the solution.

Instead of focusing on proposals that place more costs on our families and will divide our communities between families who are affluent and the remaining poor, working and middle class families that cannot afford a single family home; we are offering solutions that cross state lines, support Connecticut's environment, and will work to clean our air and move us to a sustainable green future.

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.



WHAT IS THE DEMOCRATS' CAR BAN?

The Democrats are proposing to ban gas-powered cars by 2035

- States must follow EPA or California emissions standards.
- Connecticut currently follows California emissions standards.
- Prompted by an executive order, California recently adopted new regulations to ban the sale of gas-powered cars.
- Now, the Democrats are following California and forcing this life-changing ban on Connecticut residents without public hearings.

IMPACTS OF THE DEMOCRATS' CAR BAN

IMPACTS ON THE POWER SUPPLY, POWER GRID AND THE LACK OF CHARGING INFRASTRUCTURE

- Moving to 100% EV will require a significant amount of new power and there is no definitive plan for where that power will come from, how much it will cost and how clean it will be.
- Eversource estimates that the cost for upgrades to handle EVs is approximately $2.4 Billion for at least 14 new substations, plus untold billions more for additional grid upgrades.
- That does not include the costs for United Illuminating and municipal electric company upgrades.
- EV chargers are not readily available throughout the state.
- EV home charging options are expensive and there is no definitive plan for EV charging for on-street parking, multi-family residences, or public housing.
- EV charging infrastructure expansion will cost tens of millions.

IMPACTS ON THE FAMILY BUDGET AND SMALL BUSINESSES

- Average EV vehicle prices are 35% higher than gas powered vehicles.
- Non premium EV ownership costs 18% more over a 5-year period.
- Democrats claim 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.

IMPACTS ON OUR TRANSPORTATION INFRASTRUCTURE AND THE TRUCKING INDUSTRY

- 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 cost approximately 400% more than diesel.
- A 1 mega watt EV charger for a truck uses energy equivalent to powering approximately 400 homes.
- Connecticut has about 5,400 registered trucks, and charging all of them would require the equivalent of 2.1 million homes. Connecticut only has 1.4 million households.

IMPACTS ON THE ENVIRONMENT

- "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)
- "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." – Reccurrentauto.com (October 10, 2022)
- What is the Democrat plan for the end-of-life of EV batteries?
- 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, Pennsylvania, and beyond.

AN EV MANDATE IS NOT THE SOLUTION

"More than 90 percent of ozone levels in southwest Connecticut and more than 80 percent of ozone levels in some remaining parts of the state result from pollution that originates in areas located out of Connecticut's jurisdiction and control."

– CT DEEP

"The bigger issue here is when you consider yourself going green, buying an EV, it's also coming to the fore that you have to make that electricity.

And right now, we burn a lot of coal to make that electricity.

So in the long run, if this is going to work, we have to find other ways of making electricity."

– "Shark Tank" star Kevin O'Leary

"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."

– CT Attorney General William Tong

LOOK WHAT OUR ENERGY INDUSTRY IS SAYING

"I also worry the decision will leave Connecticut distressingly exposed to failure in meeting our clean energy goals. To make the Democrat's phase-out of gas-powered vehicles by 2035 feasible, Connecticut will need thousands more electric vehicle chargers than what is currently on the roads. **Yet PURA denied our proposal to build 900 chargers across our service territory, including in two of Connecticut's largest cities and along the I-95 corridor."**

– Frank Reynolds of United Illuminating
(Hartford Courant on September 22, 2023)

"We estimate that about 8 substations would require upgrades on our system, and we would need to build about 14 new electric substations without having done any detailed design and engineering and developing firm cost estimates at a high ballpark estimate that's about $2.4 Billion of additional grid investments just on the bulk station."

– Digaunto Chatterjee of Eversource
(CT DEEP Hearing on August 22, 2023)

The Culture War Is Coming for Your Car

THE WALL STREET JOURNAL. October 5, 2023

GM Scales Back EV Plans as Buyers Hesitate

October 24, 2023 THE WALL STREET JOURNAL.

CNBC

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

October 25, 2023

Avangrid pulls contract for offshore Park City wind power project

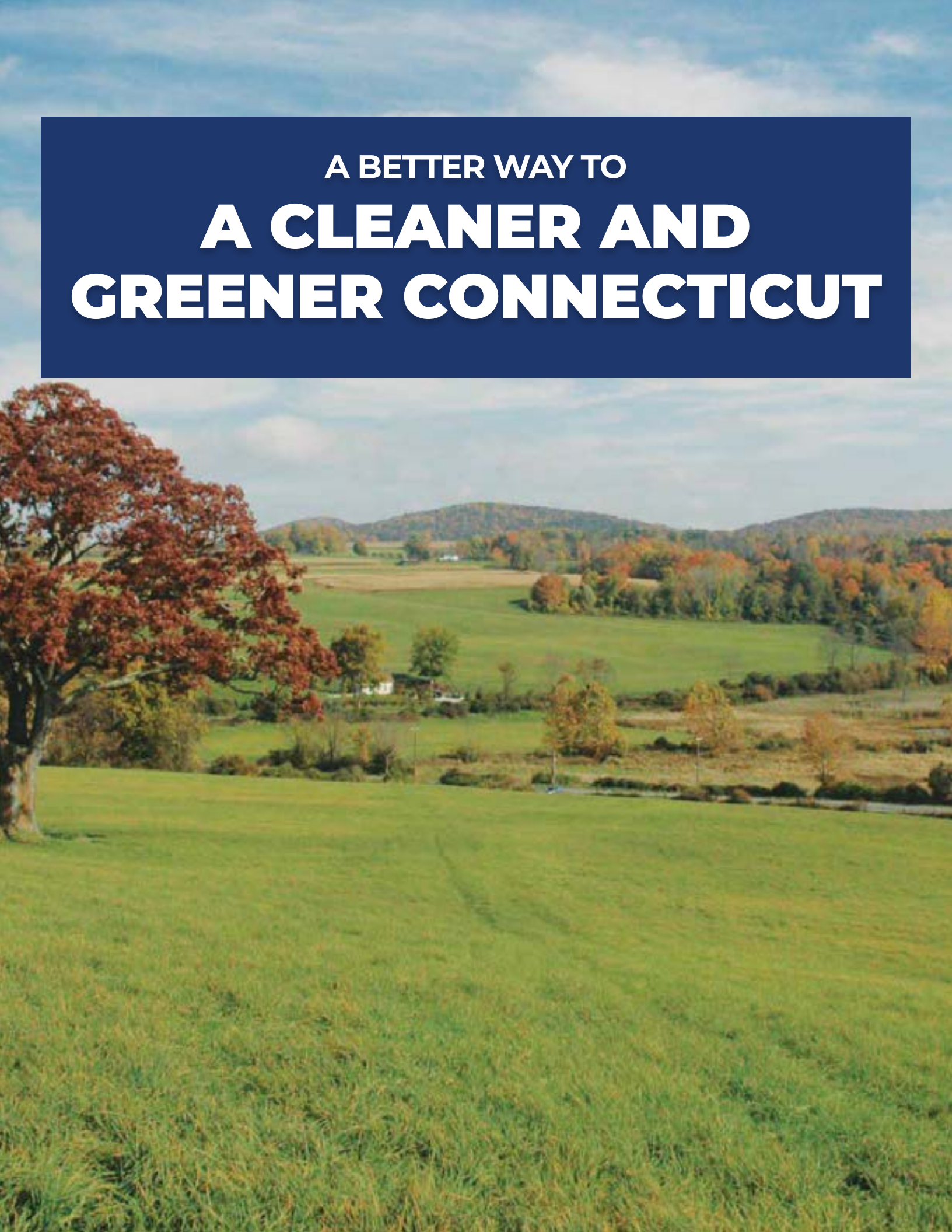
CT INSIDER

October 3, 2023

the ct mirror

No hydrogen hub for CT and the Northeast

October 13, 2023



A BETTER WAY TO

A CLEANER AND GREENER CONNECTICUT

OUR PLAN:

RESPONSIBLE • AFFORDABLE • ACHIEVABLE

Instead of following California's extreme ban on the sale of gas-powered vehicles, Connecticut can adopt these provisions which will clean our air without burdening our residents with unaffordable and unachievable mandates.

ADOPT EPA EMISSIONS STANDARDS

- EPA air quality standards that do not ban the sale of gas-powered vehicles.
- Repeal CGS 22a-174g.
- Require the Commissioner of DEEP to issue regulations by October 1, 2024 to comply with the federal Clean Air Act for light duty motor vehicle emissions.
- 32 other states follow the EPA standards.

REDUCE VEHICLE EMISSIONS

- Expand existing tax credits to all fuel efficient vehicles.
- Make hybrids eligible for half of the max credit of full electric vehicles.
- Make high fuel efficient (40mpg) non-electric vehicles eligible for one third of the max credit of full electric vehicles.
- Encourage flexible work schedules.
- PSA campaign to promote hybrid/telework scheduling.
- The PSA must include the flex scheduling effect on lowering emissions, wear and tear on roads, less fossil fuel consumption and lowering of traffic congestion.

PRIORITIZE EMISSION REDUCTION PROGRAMS WITH STATE & FEDERAL FUNDS

- Utilize historic Federal & State investments for transportation construction projects by opening traffic and congestion bottlenecks.
- Roundabouts improve the efficiency of traffic flow and reduce vehicle fuel consumption by 30% and carbon monoxide emission by 29%.
- Smart traffic lights improve congestion and lower commute times while reducing emissions by 20% according to a Carnegie Mellon study of SURTRAC.
- Convert state owned buses and diesel trucks to electric.
- Expand public transportation and EV charging station infrastructure.

CREATE A GRANT PROGRAM TO SUPPORT MUNICIPALITIES

- Fund the grant program at $10 million annually from the Special Transportation Fund.
- Municipalities can use for matching funds as part of IIJA awards. Municipalities would be eligible for up to $500,000.

INVEST IN GREENSPACES, GREENWAYS & OPEN SPACES

Greenspaces, greenways, and open spaces all play an important role in reducing emissions and addressing harmful carbon pollution. Every acre of trees acts to offset 2.5 tons of carbon annually. According to a 2012 study published in the journal Nature Geoscience2, seagrasses store more than twice as much carbon from carbon dioxide per square mile as forests do on land. We must work to restore seagrasses while also increasing green spaces in urban and environmental justice communities. We propose further increasing our investment by $5 million in bonding for municipal open space, $2 million in bonding for greenways and $3 million in bonding for greenspace. We would also require DEEP to update the state's open space plan every 2 years.

MAKE CLEAN AIR FEES FUND CLEAN AIR

- Connecticut has environmental-related fees associated with car registrations, which are not directed to clean air programs.

The Clean Air Act Fund	$16.1 million
The Emission Exemption Fee	$8.5 million
Misdirected Clean Air Funds	**$24.6 Million**

- We can better support clean air initiatives by first ensuring that revenue from current state fees related to environment initiatives are directed to support the environment, not general government spending.

RECYCLING INVESTMENT

Waste management in Connecticut is facing massive challenges. Connecticut, under Democrat leadership, has settled on shipping enormous amounts of garbage out of Connecticut, where it will eventually be burned in states to our west. The waste we ship to our west that burn our garbage creates air pollution that will flow back to our state, hurting our air quality. We must make investments in our recycling stream to efficiently reduce, reuse, and recycle rather than ship our problems out of state. We must work with private industry to encourage recycling of harmful products, promote anerobic digestors and waste to energy systems.

LEAN MANUFACTURING

- Incentivize lean energy-efficiency opportunities in industrial and manufacturing operations.
- Encourage in-state investments in carbon-free technology.
- Create a special designation/ award program through DECD for companies recognized for using lean manufacturing principles.

HOUSING INVESTMENT

Encourage and incentivize energy efficiency through rebates, credits, and changes to building codes. Investments should include energy efficient windows, doors and heating and cooling units.

MITIGATE VEGETATION LOSS

- Require that solar companies ensure that forestry they clear is replaced in as close proximity as possible to ensure thriving environments.
- Require solar companies to work with DEEP to make sure their revegetation projects are in the best interest of the local ecosystems.

DEVELOP A STRATEGIC PLAN TO IMPROVE THE ELECTRIC GRID, CHARGING STATIONS & ALTERNATIVE ENERGY SOURCES

CT must follow a thorough and transparent process with many opportunities for public input to develop a detailed plan and funding sources for improvements to the electric grid, infrastructure, and alternative energy solutions.

FEDERAL EFFORT AND FUNDING

If we're really serious about a greener Connecticut than we must continue to put more pressure on the state's federal delegation to push for clean energy policies in states to our west that create the pollution that damages air quality in CT. We need a national and worldwide solution, not a state-by-state strategy. At the same time, federal funding must be prioritized toward advancing green transportation initiatives.

For more information, Please visit:
BanWithNoPlanCT.com