

Direct Sales Went Up in Smoke

Photo: Barry Kresch

A direct sales bill did pass the legislature, just not the one we wanted. Connecticut residents now can buy pot, but not a Tesla.

Emerging from the smoke, we can see for the dealers what selling EVs looks like. They prioritize politics over actually selling EVs, protectionism over innovation. The one who loses is the consumer, as most EV buyers are forced to go out of state for their vehicle, and the citizenry at large, as we live with higher levels of pollution and the planet fries. CT dealers sold an average of 1.3 EVs each in 2020 (as reported in [Treehugger.com](https://www.treehugger.com)). That level of ineptitude and disingenuousness means that we can watch as the goal the state has set for itself of 500,000 registered EVs by 2030 recedes over the horizon. At this point, it is less a question of whether CT will hit that goal, than by how much we will miss it. It is fine to sign a memorandum of understanding, as the state did to much fanfare with the MultiState Zero Emission Vehicle Action Plan MOU, but without adequate legislation and policy, nobody should be surprised when there are no results.

This legislative session was pretty much a bust when it came to environmental legislation. Not only did the EV Freedom bill fail, so did the Transportation Climate Initiative, and the authorization for DEEP to look at implementing California standards for medium and heavy-duty vehicles. Even in a state that thinks of itself as progressive, entrenched interests can still act against the public good.

In the case of the EV Freedom Bill, SB 127, which was the one the club devoted much of its efforts to support, the bill passed out of the Transportation Committee by a 25-10 vote, but then stalled in the Senate. Had it passed the Senate, an

equally contentious adventure loomed in the House.

We were told that our efforts fell just short in the Senate. Legislators, Tesla, and Rivian all said that the grassroots effort made a difference. But we're obviously not quite there.

If there is anything good to be said of this effort, it is that the various advocacy groups we worked with, from the Tesla Club to the members of the EV Coalition, collaborated really well together. And we found some new partners in the Electrification Coalition, the IBEW (electrical workers union), and new manufacturers, Rivian and Lucid.

Senator Haskell plans to introduce the bill again in January. His task was made more difficult this year by the fact that he did not become chairman of the Transportation Committee until halfway through the session. His advice for next year is similar to this year: Contact your representatives. It is fine to do this out of session. If you can build a personal relationship, so much the better. They need to hear from constituents.

This bill has overwhelming [public support](#). And there are more of us every year.

CHEAPR Revisions Implemented At Last

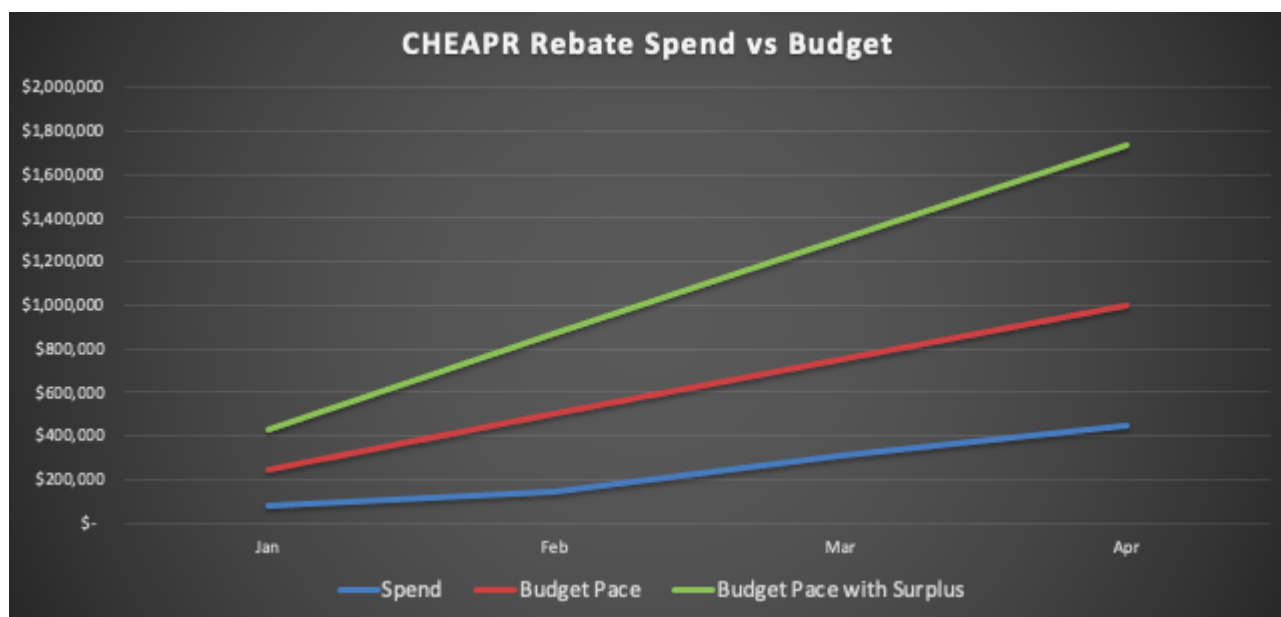
New Rules Take Effect on June 7th

Revisions to the CHEAPR EV purchase incentive program approved in February are going into effect on June 7th. This was

announced at the CHEAPR board meeting on June 4th. We don't really know if there has been much advance outreach to the dealers or not. The announcement felt abrupt so it could be that there will be a bumpy transition for a period of time. The details of the program are described in this earlier [blog post](#) written when the changes were announced.

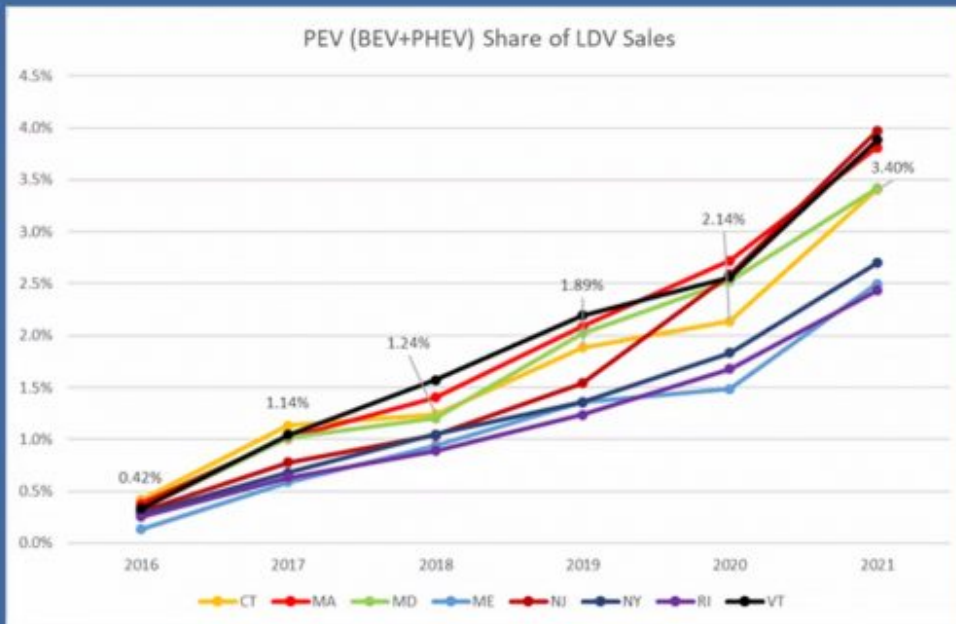
In the meantime, the April update was released on June 5th. The March rebates were restated upward to 170 with April at 119. The Toyota Prius Prime continued as the vehicle with the most rebates at 31, followed by the Toyota RAV4 Prime (20), Chevy Bolt (19), and Tesla Model 3 (18). All other models were in single digits.

The program continues to pace below budget.



The numbers have picked up somewhat recently as the economy recovers. The slide below was shown by DEEP and indicates an upward sloping EV sales trend in CT this year through the first quarter.

Connecticut 2021 Q1 Sales Data



Source - NESCAUM

- 3.4%!
- 877 BEVs
- 484 PHEVs
- More than first 6 months of 2019 and 2020
- Next Reg Pull from DMV in July

Even with the March spike, the pacing is still below the baseline budget for that month. It remains to be seen if the upturn in the economy and the new rebates will raise the spend level to match the available funds. We may not really know the program's true run rate for several months. The new LMI incentives are going to require outreach and education, and the process is more complicated. It is likely there won't be much traction for a while.

Emissions Saved By Police Tesla

Connecticut Has Poor Air Quality

Our small state has big air, as in big air pollution. Part of the reason is that we're a heavily transited state situated between major metro areas. As a result, 38% of greenhouse gas emissions come from the transportation sector, according to data published by the CT Department of Energy and Environmental Protection, which is about 10 points higher than the national average. The American Lung Association in its State of the Air Report gives every county in CT a grade of F for ozone pollution, the kind of thing that exacerbates asthma and other cardio-pulmonary conditions. This backdrop underscores the importance of getting more zero-emission vehicles on the road.

Tons of CO2 Emissions Avoided

It should come as no surprise that a Ford Explorer that is subject to heavy police vehicle use burns a ton of gas. The car isn't fuel-efficient to start with, garnering an EPA-rated 16 MPG. In police use, which veers from extended periods of idling to pedal-to-the-metal takeoffs, the "real-life" mileage recorded by the Westport Police slides to 10 MPG. The Explorer that was used in the financial analysis dashboard was driven 23,060 miles over the course of one year, translating to 2306 gallons of gasoline.

We used data from FuelEconomy.gov that pegs 1 gallon of gas as causing 20.35 pounds of CO₂. Most of that weight comes from the oxygen in the atmosphere that is part of the CO₂ formation that happens in the combustion process. Here is the specific [link](#) that describes the process.

The math is straightforward, 2306 gallons x 20.35 lbs per gallon equals 46,927 lbs. or 23.5 tons per year. From one car!

Note: This is a comparison of tailpipe emissions only. There

are emissions associated with the manufacture of each vehicle, the fuel sources used to generate electricity in the CT grid, and the many upstream emissions of extracting petroleum, refining it into gasoline and transporting it to the various points in its journey until it is pumped into a gas tank.

Avoided Health Costs

Our reference for avoided health costs was the journal Climatic Change, published by way of [Think Progress](#). The data were developed in a study by Drew Shindell, a professor at Duke University's Nicholas School of the Environment. It's worth a read if you have the time as it is more wide-ranging than our use of it here which is to narrowly focus on the impact of gasoline. That impact translates to an additional \$3.80 per gallon over the retail price in health and environmental costs. Referencing the Ford Explorer's burning through 2306 gallons, that works out to avoided health and environmental costs of \$8763 for one car driven at this level of mileage over the course of one year.

Bolting Into The Future

Town of Westport Adds 2 Chevy Bolt EVs To Its Fleet

The Town of Westport has announced further progress to its march to net-zero by 2050 with the addition of 2 Chevrolet Bolt battery-electric vehicles to its fleet. The vehicles are the standard-level trim options and they are the new 2021 model.

Westport has been taking tangible steps to achieve its environmental objectives. These Bolts will be used for municipal inspections by the Engineering Division and the Tax Assessor. The current practice is for vehicles to be swapped out around every four years. As other vehicles turn over, the town plans to continue converting its inspection fleet to EVs.

The Bolt was selected due to its reasonable price, reputation for quality engineering, and being the right size. It has an EPA-rated range of 259 miles.

The Bolt typically comes with an 8-year/100,000-mile battery warranty. However, these vehicles were obtained through Enterprise Fleet Leasing and will almost certainly have been turned over before getting to that point.

Importantly, EVs last a long time, have a low maintenance profile and could lower carrying costs. This was taken into account when making this decision.





Rivian Makes Appearance in CT to Support SB 127

Rivian Brings New R1T to CT in Support of Direct Sales

With the fate of SB 127 hanging in the balance in the waning days of the 2021 legislative session, a pre-production version of the Rivian R1T all-electric pickup truck made an appearance in CT. It could be found Thursday in Hartford, where legislators and the governor were given the opportunity to go for a drive and see the future of electro-mobility. The fate of the bill in the Senate is expected to be determined over the next few days. It would then still have to go before the House.

On Friday, a last-minute gathering came together, where some members of the EV Club CT, were also able to get a look. We hope to bring them back to CT once they have started

production later this year.





Group photos by Paul Braren

Plug In America Unplugs

Dealers Pressure Plug In America to Back Away From Direct Sales

Plug In America (PIA) has up until now played an important advocacy role in the effort to pass SB 127 in Connecticut and similar direct sales laws in other states. They acted as a clearinghouse for a lot of information from economists, academics and others that supported our arguments for EV Freedom, and did a lot of coordinating between the numerous parties involved, including the EV Club, manufacturers,

environmental organizations, lobbyists, among others.

As of now, however, the coordination Zooms have stopped and the content has been removed from the PIA website. We had copies of some of the content, and what we have is now [posted](#) on the EV Club website.

PIA has a business called PlugStar. It is a training program to help dealerships become more effective at selling EVs. The dealers pay for this and it is a meaningful revenue stream for PIA. The dealers threatened to terminate their arrangements with PlugStar unless PIA stopped supporting direct sales. The board of PIA has caved and directed that the ongoing advocacy efforts in this area cease. This is not just a CT thing.

Needless to say, those of us in the EV community were gobsmacked by this “pulling the rug out from under” move at a critical time. And we’re surprised the organization doesn’t have bylaws in place to provide separation and deal with what seems an obvious potential for conflict. We blame PIA for compromising their principles, but, of course, it was the dealers that put them in this position. They show their colors that competition is good for everyone except themselves.

This is from the PIA website:

Plug In America is a non-profit, supporter-driven advocacy group. We are the voice of plug-in vehicle drivers across the country.

It is clear that the position they are taking runs counter to their mission and that they have now become the voice of entrenched interests blocking progress.

Our club would like to see dealers up their game when it comes to selling EVs, but we don’t agree with the franchise laws being used to stifle competition. The majority of EV sales, both nationally and in CT, are from direct sales.

To the extent that club members and readers of this blog

donate to PIA, we recommend sending those funds to other organizations instead. You can find a long list of worthy options in the [CT Electric Vehicle Coalition](#).

The EV Club has also filed a Freedom of Information Act Request to obtain the relevant backup documents underlying the decision.

CHEAPR Rebates Up in March – Still No Word on Timing of Program Changes

Rebates Spike in March, but Program Still Underspent

Rebates awarded under the state EV purchase-incentive program spiked to 151 in March, double that of the (slightly restated) number of 75 for February. This was part of the standard monthly update by DEEP.

There were increases across the board, which could be reflective of the economic recovery, but certainly, something to watch.

The most rebates again went to the Toyota Prius Prime with 33, up from 22 in February. This was followed by the Tesla Model 3 with 31, up from 2. The Model 3, as we've seen before, is volatile since only the base trim level is eligible. The only other vehicle to hit at least 20 was the Chevy Bolt at exactly that number. Most of them were the 2020 Bolts which GM has

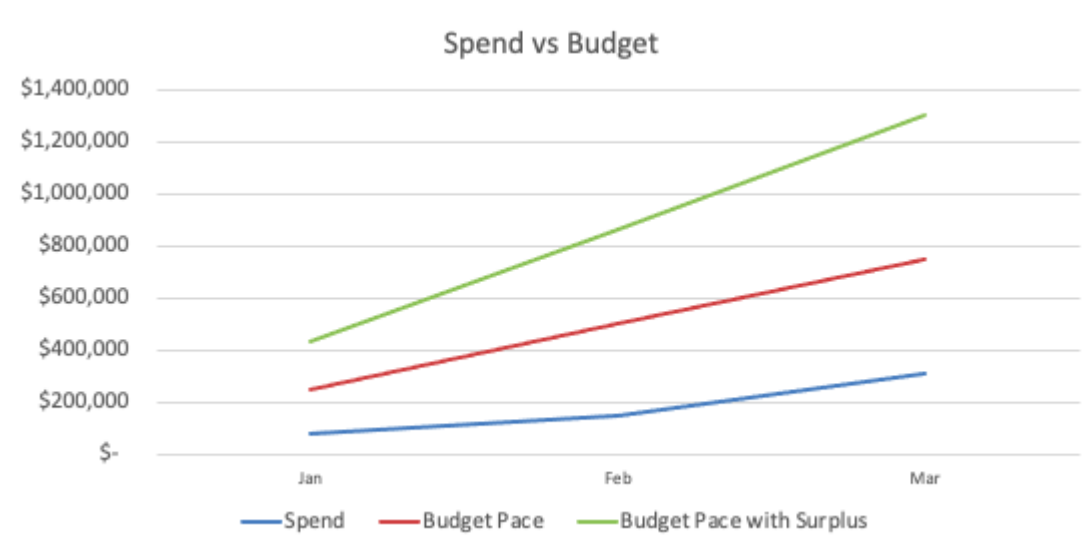
been heavily discounting.

The other vehicles in double digits were the Toyota RAV4 Prime (18), Hyundai Kona (15), Nissan Leaf Plus (11), Tesla Model Y (10). The Leaf Plus is the longer-range Leaf. The appearance of the Model Y is ephemeral as the standard range option is no longer being made available by Tesla. That may change, but we have no information on whether that will definitively happen or what the timing may be.

There is still no word on the implementation of the new CHEAPR program with higher rebate levels and new, income-limited incentives. We have been advised that the board has not been able to sync schedules for a meeting to review the new material, nor do we know if the consultant has finished with the software development. We asked DEEP if they could give us a rough estimate, but have not received a response.

Spend Level Remains Low

It has been our expectation that the program would underspend again in 2021 and that was when we expected the new program might be live by early April. After 1 quarter, the spend is \$310,500 against a statutory pace budget of \$750,000, and an actual pace budget (including the rollover of unspent 2020 funds) of \$1,300,000.



Update to CHEAPR Stats By Dealer

Some Stellar Performers; Many Also-Rans

We obtained an updated dataset of CHEAPR rebates by individual dealerships from the program's inception through the end of 2020. It is all pasted below, but a couple of observations first.

There are a small number of dealers that really do great work. Unfortunately, they are not representative. If great work is defined as 100 or more rebates over this duration, these are the 6 companies that have achieved that level.

- A-1 Toyota – 167
- Richard Chevrolet – 126
- Honda of Westport – 126
- Karl Chevrolet – 122
- Lynch Toyota – 117
- Ingersoll Auto of Danbury – 101

This project originally began due to member complaints about poor dealership experiences, followed by a request: Please make a recommendation. I had anecdotal reports of dealerships

that do a good job, but nothing systematic or statewide. This approach uses CHEAPR data as a proxy for EV-friendliness.

There are a few considerations to bear in mind. Not all dealers sell CHEAPR-eligible cars. The parameters of the CHEAPR program have changed over the course of the program's life. In particular, the lowering of the MSRP cap in October 2019 causes the exclusion of some vehicles, for example, from BMW and Volvo, that were formerly eligible. The offerings of manufacturers have changed over time. The cancellation of the Chevy Volt caused a slowdown in the number of Chevrolet rebates. Hyundai has become more aggressive recently about introducing EVs. The Honda Clarity got off to a good start when it was introduced, but Honda then stopped sending it to the state (which may be changing). The new Toyota RAV4 Prime is showing some early promise.

It is for that reason that I have displayed the rebates sorted highest to lowest within make. That way, for example, it can be seen that Danbury Hyundai has a strong record with a make that was barely selling EVs before 2019.

The file that was provided did not have the specific vehicle model for which a given rebate applied. There are some dealerships that sell multiple makes that have CHEAPR-eligible vehicles. I made a judgment and assigned the dealer to the brand with the most rebates. Note to self – work on getting that next time around. Also, in a couple of cases, there may be more than one line for a dealership because the file did not have a consistent naming convention. I cleaned it but may have missed a couple.

This is all of it (except Tesla). If a dealership had zero rebates, it will not appear in the tables below.

It would be best, of course, if DEEP were to publish this information as part of its regular CHEAPR reporting. It is done in other states and would remove the burden for both of

us of going through the Freedom of Information Act process.

Finally, this has relevance for the EV Freedom Bill. One of the arguments for the bill is that the conventional dealership model is antithetical to selling EVs, that EVs come into tension with the legacy ICE business. There is more nuance to it than that, but the data largely illustrate this point. It seems like it is a lot harder for a dealership to embrace EVs or more of them would have effectively done so and there wouldn't be such large differences between the top performers and the laggards.

For those dealerships that are making an effort to sell EVs, if SB 127 passes, they'll be fine. For the others, it will be a shot across the bow to wake up or risk being left behind.

Make	Dealership Name	Count of Rebates
Audi	Audi of Fairfield	5
Audi	Hoffman Audi	5
Audi	Audi of Wallingford	4
Audi	Danbury Audi	2
Audi	New Country Audi of Greenwich	2
Total		18

Make	Dealership Name	Count of Rebates
BMW	BMW of Ridgefield	73
BMW	BMW of Bridgeport	69
BMW	BMW and Mercedes-Benz of North Haven	48
BMW	New Country BMW	39
BMW	BMW of Greenwich	23
BMW	Continental BMW of Darien	18
BMW	BMW of Watertown	2
Total		272

Make	Dealership Name	Count of Rebates
Chevrolet	Richard Chevrolet	126
Chevrolet	Karl Chevrolet	122
Chevrolet	Ingersoll Auto of Danbury	101
Chevrolet	O'Neill's Chevrolet Buick	92
Chevrolet	Maritime Chevrolet	89
Chevrolet	H & L Chevrolet	81
Chevrolet	Grossman Chevrolet Nissan	76
Chevrolet	Chevrolet of Milford	74
Chevrolet	Partyka Chevrolet	61
Chevrolet	The MJ Sullivan Automotive Corner	56
Chevrolet	Vernon Chevrolet	51
Chevrolet	Carter Chevrolet (Inactive 10/6/17)	50
Chevrolet	Blasius Chevrolet	45
Chevrolet	Dave McDermott Chevrolet	44
Chevrolet	Devan Chevrolet	44
Chevrolet	Jackson Chevrolet	41
Chevrolet	Cargill Chevrolet	38
Chevrolet	Woodbury Chevrolet	38
Chevrolet	Northwest Hills Chevrolet Buick GMC	36
Chevrolet	Terryville Chevrolet	36
Chevrolet	Bob Valenti Chevrolet	27
Chevrolet	Gengras Chevrolet	22
Chevrolet	Carter Chevrolet (Inactive 7/26/16)	19
Chevrolet	Scranton Chevrolet of Norwich	15
Chevrolet	Executive Chevrolet	13
Chevrolet	Davidson Chevrolet	11
Chevrolet	Key Chevrolet	5
Chevrolet	Premier Chevrolet	4
Chevrolet	Wow Woodbury Chevrolet	2
Chevrolet	Grossman Chevrolet	1
Total		1420

Make	Dealership Name	Count of Rebates
Chrysler	Gengras Chrysler Dodge Jeep	86
Chrysler	Valenti Chrysler Dodge Jeep Ram	75
Chrysler	Mitchell Chrysler Dodge Ram	9
Chrysler	Scap Chrysler Dodge Jeep Ram	9
Chrysler	Fitzpatrick's Chrysler Dodge Jeep Ram	5
Chrysler	Bolles Motors Inc.	3
Chrysler	Branhaven Chrysler Dodge Jeep Ram	3
Chrysler	Artioli Dodge	2
Chrysler	Capitol Chrysler Dodge Jeep Ram	2
Chrysler	Falveys Motors Inc	2
Chrysler	Madison Chrysler	2
Chrysler	Old Saybrook Chrysler Dodge Jeep Ram	2
Chrysler	Putnam Chrysler Dodge Jeep Ram Kia	2
Chrysler	Troiano Chrysler Dodge Jeep Ram	2
Chrysler	Garavel Chrysler Jeep Dodge Ram	1
Chrysler	Milford Chrysler Jeep Dodge Ram	1
Chrysler	Robert's Chrysler	1
Total		207

Make	Dealership Name	Count of Rebates
Ford	Stevens Ford of Milford	93
Ford	Stamford Ford Lincoln	87
Ford	Crowley Ford Lincoln	53
Ford	Monaco Ford	45
Ford	Ford of Branford	38
Ford	Hoffman Ford	38
Ford	Colonial Ford	35
Ford	Family Ford Lincoln	24
Ford	Bob Thomas Ford	22
Ford	Tasca Ford Berlin	5
Ford	Lombard Ford	4
Ford	Park City Ford	4
Ford	Crest Ford of Niantic	3
Ford	GENGRAS FORD LLC	3
Ford	McMahon Ford	1
Ford	Mitchell Selig Ford	1
Ford	Shaker Family Ford Lincoln	1
Total		457

Make	Dealership Name	Count of Rebates
Honda	Honda of Westport	126
Honda	Manchester Honda	48
Honda	Brandfon Honda	39
Honda	Curtiss Ryan Honda	31
Honda	Liberty Honda	31
Honda	Honda of Danbury	29
Honda	Schaller Honda	24
Honda	Hoffman Honda	23
Honda	Sullivan Honda	22
Honda	Greenwich Honda	20
Honda	Cardinal Honda	11
Honda	Honda of Watertown	11
Honda	Westbrook Honda	11
Honda	Lia Honda	9
Honda	Courtney Honda	5
Honda	Executive Honda	5
Total		445

Make	Dealership Name	Count of Rebates
Hyundai	Danbury Hyundai	54
Hyundai	Stamford Hyundai	49
Hyundai	Brandfon Hyundai	41
Hyundai	Meriden Hyundai	26
Hyundai	Key Hyundai of Manchester	16
Hyundai	Torrington Hyundai Inc	15
Hyundai	Lia Hyundai of Enfield	7
Hyundai	Old Saybrook Hyundai	6
Hyundai	Shaker Family Hyundai	6
Hyundai	Key Hyundai of Milford	5
Hyundai	Central Auto Group	2
Hyundai	Wile Hyundai	2
Hyundai	Devino's Watertown Hyundai	1
Hyundai	Lia Hyundai	1
Hyundai	Quality Hyundai	1
Total		232

Make	Dealership Name	Count of Rebates
Kia	Premier Kia	50
Kia	Executive Kia	42
Kia	Columbia Ford Kia	31
Kia	Kia Of Stamford	6
Kia	Napoli Kia	5
Kia	Shaker Kia	1
Total		135

Make	Dealership Name	Count of Rebates
Mercedes	Mercedes-Benz of Fairfield	7
Mercedes	Carriage House Of New London	5
Mercedes	Mercedes-Benz of Greenwich	1
Total		13

Make	Dealership Name	Count of Rebates
Mini	Mini of Fairfield County	4
Total		4

Make	Dealership Name	Count of Rebates
Mitsubishi	Fairfield Mitsubishi	19
Mitsubishi	Mac Mitsubishi	4
Mitsubishi	Secor Mitsubishi	2
Total		25

Make	Dealership Name	Count of Rebates
Nissan	Crowley Nissan	71
Nissan	Harte Nissan	71
Nissan	George Harte Nissan	46
Nissan	Bruce Bennett Nissan	39
Nissan	D'Addario Nissan	32
Nissan	County Line Nissan	23
Nissan	Nissan of Norwich	22
Nissan	Executive Nissan	17
Nissan	Middletown Nissan	17
Nissan	DeCormier Nissan	16
Nissan	Hoffman Nissan	15
Nissan	Barberino Nissan	13
Nissan	Gates Nissan	12
Nissan	Girard Nissan	12
Nissan	Miller Nissan	6
Nissan	Manchester City Nissan	3
Nissan	Napoli Nissan	3
Total		418

Make	Dealership Name	Count of Rebates
Smart	Smart Center Hartford	4
Smart	Smart Center Fairfield	1
Total		5

Make	Dealership Name	Count of Rebates
Subaru	PREMIER SUBARU LLC	13
Subaru	Reynolds' Garage and Marine	10
Subaru	STAMFORD SUBARU LLC	6
Subaru	Garavel Subaru	5
Subaru	Dan Perkins Subaru Inc	3
Subaru	Schaller Subaru	2
Subaru	Bertera Subaru of Hartford	1
Subaru	Mitchell Subaru	1
Total		41

Make	Dealership Name	Count of Rebates
Toyota	A-1 Toyota	167
Toyota	Lynch Toyota	117
Toyota	Hoffman Toyota	83
Toyota	Middletown Toyota	69
Toyota	New Country Toyota of Westport	61
Toyota	Hartford Toyota Superstore	56
Toyota	Westbrook Toyota	56
Toyota	Greentree Toyota	50
Toyota	Torrington Toyota	43
Toyota	Girard Motors	41
Toyota	Toyota of Stamford	40
Toyota	Toyota of Colchester	39
Toyota	Colonial Toyota	36
Toyota	Stephen Toyota	36
Toyota	Charles Toyota	35
Toyota	Toyota of Greenwich	24
Toyota	Gale Toyota	23
Toyota	Curry Toyota	19
Toyota	Toyota of Wallingford	18
Toyota	Dowling Toyota of Litchfield	8
Total		1021

Make	Dealership Name	Count of Rebates
Volkswagen	Gene Langan Volkswagen	33
Volkswagen	VW of Old Saybrook	16
Volkswagen	Gengras Volkswagen of Plainville	9
Volkswagen	Curran Volkswagen	8
Volkswagen	Prestige Volkswagen of Stamford	8
Volkswagen	Bob Valenti VW	6
Volkswagen	VW of Hartford	6
Volkswagen	Crowley Volkswagen	4
Volkswagen	Montesi Volkswagen	4
Volkswagen	Lia Volkswagen	1
Total		95

Make	Dealership Name	Count of Rebates
Volvo	Mitchell Volvo	3
Volvo	GENGRAS VOLVO	1
Volvo	Riley Volvo Cars Stamford	1
Total		5

Congressman Himes to Speak to EV Club

Join the EV Club for our next Zoom meeting on April 15th at 6:45 when U.S. Representative Jim Himes of Connecticut's fourth congressional district will speak to us about what we can expect for EV policy as the Biden Administration pushes major infrastructure legislation. The Congressman was first elected to his current position in 2008 and has been a supporter of progressive environmental policies.

We have only a limited amount of time with him, 30 minutes, and I am looking to have questions teed up for him because it will be too much to try and traffic cop in that limited time. Some of the things that are pending are modification of the federal EV purchase incentive, an updated cash for clunkers, EVSE infrastructure, EVs in the federal fleet, changes to CAFE, MHD standards, and other possible policy levers.

Registration required:

<https://us02web.zoom.us/meeting/register/tZMlf-6hqzIrHtSyDlPHR4Cht011A0wdRhZn>

If anyone would like to suggest a question, please do so in the comments or via the contact form.

EV Freedom Bill Unshackled

Transportation Committee Vote Moves Bill to Full Chamber

The Transportation Committee, by a vote of 26 to 10, moved SB 127 to the full chamber.

There were several legislators who voted in favor of the bill, but who specifically said they have not definitively made up their minds with respect to the upcoming vote on the floor of the chamber. We will publish some of the questions and objections when we update this post.

Transportation Committee Chair, Senator Haskell, deserves our thanks for his leadership in picking this up and moving it forward, after his predecessor on the committee had decided to set it aside. We also thank Rep. Steinberg who has been a consistent advocate for years in favor of this measure.

This is the final roll call.

YEA	NO
Chair Lemar (D)	Rep. Blumenthal (D)
Chair Haskell (D)	Rep. Conley (D)
Rep. Bello (D)	Rep. Dauphinais (R)
Rep. Berger-Girvalo (D)	Sen. Cassano (D)
Rep. Carney (R)	Sen. Lopes (D)
Rep. Chafee (D)	Sen. Martin (R)
Rep. Concepcion (D)	Sen. Somers (R)
Rep. Devlin (R)	Rep. Rebimbas (R)
Rep. Goupil (D)	Sen. Kissel (R)
Rep. Haines (R)	Sen. Needleman (D)
Rep. Harrison (R)	
Rep. Labriola (R)	
Rep. McCarthy Vahey (D)	
Rep. Meskers (D)	
Rep. Michel (D)	
Rep. O'Dea (R)	
Rep. Rosario (D)	
Rep. Simms (D)	
Rep. Smith (D)	
Rep. Steinberg (D)	
Rep. Thomas (D)	
Rep. Zawistowski (R)	
Rep. Zupkus (R)	
Sen. Abrams (D)	
Sen. Osten (D)	
Rep. Reyes (D)	

What I inferred from the hearing today reinforces what I watched/read during the public testimony period. Legislators are hearing from dealers, of course, who oppose the legislation. They are also hearing from constituents and constituents are supporting the legislation. There is no negative sentiment among the public about this bill.

We don't take anything for granted. When we have updates with respect to further negotiations around the bill or voting in one or both chambers, we will post them (among other things).

Tesla is keeping its ["Engage"](#) page live for ease of contacting your legislators.