

## THE PROBLEM

Transportation in Connecticut is responsible for 40% of our greenhouse gas emissions, 66% of NOx emission (a key component of ground-level ozone) and is a significant source of particulate matter pollution. Connecticut has a rich tradition as a pioneer in clean vehicle initiatives, having consistently implemented rigorous motor vehicle standards to enhance air quality and promote public health. Considering the substantial emissions from transportation, one might wonder: would emissions be significantly higher without these established standards in place?

However, because our current vehicle standards will expire in 2025, it is necessary to update the regulations. The transportation sector continues to be a significant source of pollution in Connecticut. Reducing these emissions is particularly important for the health of low-and-moderate income populations living in our dense urban communities and along the state's major transportation corridors

Pursuant to the Clean Air Act, Connecticut has the opportunity to address these emissions by adopting up-to-date vehicle standards that will further reduce pollution from passenger cars and medium and heavy-duty trucks. The Advanced Clean Cars II (ACC II) and Advanced Clean Truck (ACT) standards require vehicle manufacturers to offer an increasing percentage of new zero-emission vehicles to Connecticut consumers. The Low Emission Vehicle (LEV IV) and Heavy-Duty Omnibus Rule (HDO) standards require lower emissions from conventional car and truck engines.

These regulations will result in crucial public health, environmental, and economic benefits for Connecticut residents. By adopting these standards, Connecticut can continue to make our households and our economy less dependent on volatile gasoline and diesel and make deep cuts in harmful tailpipe pollution that will save lives.



## ACC II & LEV IV

The Connecticut General Assembly mandated Connecticut's adoption of the Advanced Clean Cars and Low Emissions Vehicle programs when it passed Public Act 04-84, An Act Concerning Clean Cars, which requires DEEP to adopt California's light-duty vehicle emissions standards and to update Connecticut's regulations as necessary to maintain consistency with the California standards.

Connecticut's adoption of the ACC II rule will ensure that consumers can access the zero-emission vehicles they want in their own state. It is important to emphasize that standards do not ban gasoline or diesel vehicles. The regulations merely require auto and truck manufacturers to deliver increasing percentages of zero emission vehicles for sale in the state, providing greater availability to consumers.

Manufacturers can comply by delivering Battery Electric vehicles, Plug-In Hybrid vehicles or Fuel Cell vehicles.

Gasoline and diesel vehicles will not be banned, and individuals will still be able to drive and purchase conventional vehicles. In fact, the LEV IV standards specifically address conventional gasoline-powered cars by updating the emission standards for those vehicles as well. The LEV IV standards will reduce smog-forming pollutants by 95% and provide an overall reduction in tailpipe emissions of 90% in 2028.

A report published by American Lung Association, *Driving to Cleaner Air*, examined the potential health benefits of adopting the ACC II standards. That report identified the following benefits for Connecticut:

- ❖ \$11.5 billion in monetized health benefits
- ❖ 1,060 premature deaths avoided
- ❖ 22,900 asthma attacks avoided
- ❖ 120,000 lost work days avoided

## CLEAN TRUCKS - ACT & HDO

The CT General Assembly authorized Connecticut's adoption of advanced clean truck regulations when it passed Public Act 22-25, An Act Concerning the Connecticut Clean Air Act.

Medium and Heavy-Duty vehicles, such as tractor trailers, delivery vehicles, buses and even garbage trucks are the source of some of our most dangerous air pollutants. In Connecticut, big trucks and buses makeup just 6% of all on-road vehicles but are responsible for:

- ❖ Over 50% of all smog forms NOx pollution, which can lower your resistance to lung infections, and can cause breathing problems for people with lung diseases, like asthma and chronic obstructive pulmonary disorder (COPD)
- ❖ And 45% of the diesel soot, also known as fine particulate matter, which finds its way deep into the lungs resulting in early death attributed to cardiovascular diseases, like heart attacks and strokes, as well as lung cancer, reproductive and developmental harm, and dementia.



The ACT rule works year-over-year to gradually increase the supply of zero-emission trucks and buses available for sale in Connecticut.

While diesel trucks and buses will continue to be sold in Connecticut, the HDO rule ensures that diesel vehicles sold during the transition to zero-emission vehicles are as clean as possible by limiting toxic air pollution from these vehicles and requiring that new diesel truck engines reduce their NOx emissions 90% by 2027.

## CONCLUSION

Adopting these updated regulations will ensure that Connecticut consumers have access to the least polluting vehicles available. Maintaining Connecticut's commitment to reducing vehicle tailpipe emissions means a brighter and healthier future for all of us.

## MORE INFORMATION

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