

# Connecticut Deserves Electric Trucks Now

*Connecticut can no longer ignore its truck pollution problem*

The majority of Connecticut residents breathe dangerously dirty air—some of the worst on the East Coast. According to the American Lung Association, all but two counties in the state received failing grades for ozone pollution, with only Litchfield and Hartford counties receiving a “C” and a “D” respectively.

Ozone pollution is otherwise known as “smog,” which can lead to serious heart and respiratory issues. Ozone pollution is concentrated along the I-95 corridor, especially between Greenwich and New Haven, and up the Connecticut River Valley.

Dirty diesel trucks and buses are one of the leading causes of air pollution in Connecticut and throughout the country. Their exhaust fumes contribute to “smog,” which aggressively attacks lung tissue and causes a number of heart and respiratory ailments, including exacerbating asthma. According to the state’s Department of Energy and Environmental Protection, Connecticut has a persistent ozone pollution problem and recent projections show that NOx emissions from diesel trucks and buses will soon be the largest contributor to dangerous ozone pollution.

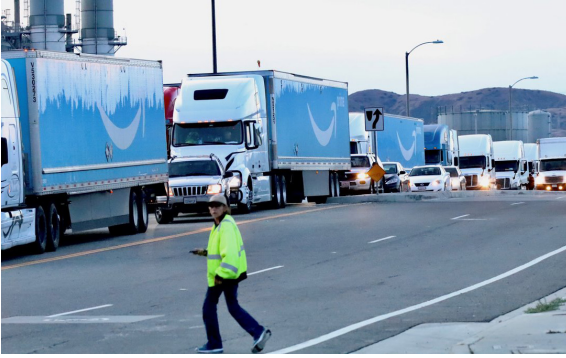


Frontline communities and communities of color in Connecticut are suffering most from diesel pollution, as they are more likely to live in areas known as “diesel death zones.” Diesel exhaust is especially dangerous because it contains harmful organic compounds and has been found to cause adverse health impacts, including lung cancer and worsening of chronic heart and lung diseases, such as asthma.

**Trucks and buses also represent more than one-quarter of all transportation-related greenhouse gas emissions that contribute to the climate crisis.**

Fortunately, there’s a clear roadmap to reducing air pollution throughout the state that will especially help clean the air in frontline communities and communities of color. One timely opportunity is the Advanced Clean Truck (ACT) rule, a groundbreaking policy that will ensure more zero-emission trucks and buses are available for sale within the state. Connecticut is currently considering Senate Bill 931, a law that, if passed, would allow the state to explore adopting the ACT and other key policies to transition the heaviest polluting vehicles on the road to cleaner alternatives. The ACT is one among a suite of policy options that Connecticut should strongly consider when deciding how to tackle dirty diesel pollution.

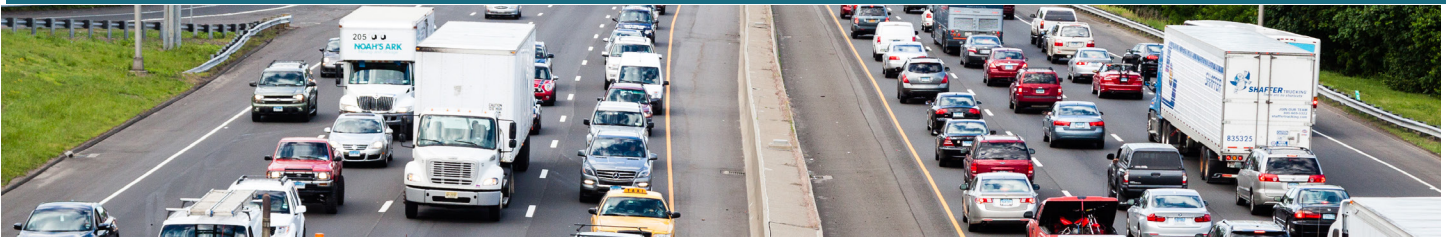
# Why We Need Electric Trucks Now



Medium- and heavy-duty trucks are a major source of harmful smog-forming pollution, particulate matter (also known as soot), and air toxins. These emissions disproportionately impact low-income communities and communities of color often located near major trucking corridors, ports, and distribution hubs. In the Northeast and Mid-Atlantic states, communities of color are exposed to, on average, 66% more fine particulate matter from on-road transportation than majority white communities.

***“Now is the time to act regionally to protect the health of our residents and our climate by reducing emissions from medium- and heavy-duty trucks. In Connecticut, as in other states, our most vulnerable residents are hit hardest by the health effects of air pollution, including asthma and other respiratory ailments. I am looking forward to working with partner states through this agreement to leverage private sector ingenuity with smart public policy to transition to zero-emission vehicles.”***

**-Governor Ned Lamont**



## Connecticut's air quality is perennially bad

- Connecticut has some of the worst ozone pollution on the East Coast. All but two Connecticut counties received a failing grade from the [American Lung Association](#) for ozone pollution.
- Diesel emissions from trucks and buses are a major contributor to localized air pollution including nitrogen oxide (NOx), particulate matter, black carbon, and air toxins.
- These harmful emissions have a disproportionate impact on environmental justice communities that are located along transportation corridors in CT or near ports, distribution centers, and other trucking hubs where queuing and stationary idling occurs.
- Major highways converge and traffic often slows to a crawl in Hartford, New Haven, Bridgeport, and Waterbury, all of which have higher-than-normal risk of asthma. The valley where Waterbury sits creates temperature inversions that actually trap pollution from tailpipes, worsening the public health threat.

## Connecticut's needs clean trucks to meet climate goals

- Connecticut has mandatory greenhouse gas emission reduction targets by 2030, which will be impossible to achieve without rapidly reducing transportation sector emissions. Vehicles account for 38% of all greenhouse gas emissions in the state
- Medium- and heavy-duty trucks account for one-quarter of all transportation sector greenhouse gas emissions, despite being only 4% of the vehicles on the road.

## **How will the ACT will work?**

The rule will set a target for zero-emission truck and bus sales and will then require truck makers to sell an increasing number of clean, zero-emission trucks within the state.

The ACT rule will ensure that Connecticut's fleet operators begin the transition to electric trucks, and will immediately yield positive public health benefits as these fleets cut toxic diesel emissions in polluted communities throughout the state.



# Electric Trucks Can Save Lives



- Living within just one third of a mile of a highway or close to ports, warehouse distribution centers or other freight corridors is devastating for lung health and can lead to early death.
- Residents living near ports, warehouses, and busy roads are exposed to such high rates of heavy-duty vehicle pollution that physicians have labeled these areas “diesel death zones” -- because asthma rates and cancer risks are so drastically elevated.
- Researchers have found that a 10 percent increase in deaths nationwide was attributable to an increase in ozone pollution from 2010 to 2017.
- New Harvard research found that long-term exposure to air pollution increased COVID-19 mortality rates.

## Electric trucks are here

- There are at least 70 zero-emission medium- and heavy-duty models commercially available today across nearly all classes, including urban delivery vans, refuse trucks, transit buses, school buses, and drayage trucks.
- Nearly all conventional heavy-duty truck manufacturers have electric demonstration vehicles or have announced plans for commercialization.
- More than 150 zero-emission truck and bus models are expected to be commercially available by 2023.
- Because zero-emission trucks are so much cheaper to operate and maintain, in every vehicle class, electric trucks and buses are projected to achieve total cost of ownership parity with their diesel or gasoline counterparts by 2030 without financial incentives, and in many cases by 2025.



## Timeline

**June 25, 2020** - California Air Resources Board (CARB) approves the Advanced Clean Trucks (ACT) rule in a unanimous vote.

**July 14, 2020** - 15 states—California, Colorado, Connecticut, Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont—and the District of Columbia agreed to form the largest-ever national partnership to address pollution from medium- and heavy-duty vehicles. Connecticut agrees to work toward ensuring that 100 percent of all new medium- and heavy-duty vehicle sales be zero emission vehicles (ZEVs) by 2050 with an interim target of 30 percent ZEV sales by 2030.

**March 2021** - “An Act Concerning Emissions Standards for Medium and Heavy Duty Vehicles” (SB 931) is introduced in CT “to evaluate the need to adopt California’s medium and heavy duty vehicle emissions standards,” including the Advanced Clean Trucks rule. The bill was voted favorably out of the Environment Committee and as of May 2021 is awaiting next steps.

**April 2021** - Connecticut joins 11 other states to reaffirm commitment to transitioning to 100% zero-emission trucks sales not later than 2045 and calls on President Biden to support policies and investments to accelerate the transition to electric transportation to create jobs, improve health and reduce air and climate pollution.