



# CONNECTICUT'S PROPOSED EMISSIONS STANDARDS FOR CARS AND TRUCKS

Improving air quality and protecting public health



## LIGHT DUTY VEHICLE (LDV) STANDARDS

- 95%** Reduction in smog forming air pollution
- 90%** Cleaner tailpipe emissions effective 2027

- Require manufacturers to offer for sale 100% ZEVs by 2035 – includes plug-in hybrids using gasoline
- Protect consumers with stronger warranties for batteries, labeling, and provide battery health data
- Provide additional credits to manufacturers who make ZEVs more affordable and available for low to moderate income families
- Provide incentives to place ZEVs in this market for compliance, like the high demand Ford Lightning



## MEDIUM & HEAVY DUTY (MHD) STANDARDS

- 40-75%** ZEV sales by 2035, depending on vehicle class
- 75%** Cleaner tailpipe emissions for combustion engines

- Reduce NOx and fine particle emissions by 75% upon full implementation
- Require manufacturers to offer for sale between 40% and 75% ZEVs by 2035 according to class
- Require 1-time fleet reporting for fleets with more than 50 vehicles to help DEEP identify and prioritize fleets for electrification and focus on excess transmission capacity
- Provide superior warranty provisions and protections for pollution control equipment



**These standards do not require anyone to buy a ZEV or get rid of a car or truck they already own. They also do not regulate used vehicles.**

## WHY ADOPT THESE STANDARDS NOW?

Connecticut is working in partnership with a coalition of states to adopt both light-duty and medium/heavy-duty standards.

- States adopting LDV program represent over 50% of national new vehicle market
- States adopting MHD program represent almost 40% of national new vehicle market



Connecticut has followed California standards ever since the Legislature directed the State to do so in 2004, providing continuity and certainty to the market.



Connecticut's status with the EPA as out of attainment on ozone levels will require additional emission reductions that will be much more expensive for industrial sources of air pollution.



Enacting regulations beginning with the 2027 model year signals to vehicle manufacturers and companies building supporting infrastructure to continue investing in our towns and cities.

**Did you know? Connecticut can't design its own standards. Congress has given only two regulatory choices – Federal (EPA) or California.**

The California program delivers greater environmental benefits: 42% more emissions reductions than federal rules. And it integrates technology advancements regularly.

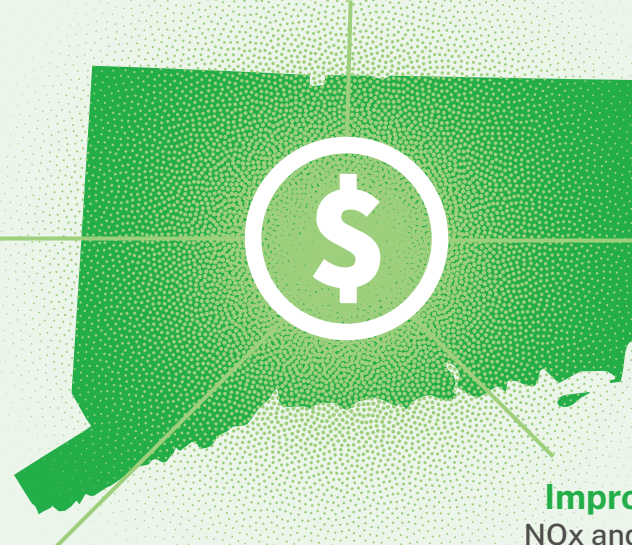
## BENEFITS TO CONNECTICUT'S ECONOMY

### Sends Market Signals

More ZEVs go to states with these requirements. ZEV deployment will drive investment

### Creates Quality Jobs

ZEV and charging/fueling infrastructure design, manufacture, installation, and maintenance



### Mitigates Climate Change Impacts

Estimated 16 million metric tons of GHG reduction from adoption of MHD standards

### Improves Air Quality

Expected benefits of 750 tons per year NOx reductions in 2035, and over 900 tons per year in 2050

### Improves Health

NOx and PM emissions reductions associated with MHD ZEV deployment will save Connecticut \$270 million in avoided health care costs by 2040 from a 2020 baseline, but could be as much as \$500 million to \$1.4 billion by 2050

## SUPPORTERS



Connecticut Department of Energy & Environmental Protection

Learn more at [portal.ct.gov/DEEP](http://portal.ct.gov/DEEP)