



## Governor Ned Lamont State of Connecticut



FACT SHEET  
2022 Legislative Session

### HOUSE BILL 5039 GOVERNOR'S BILL *AN ACT CONCERNING MEDIUM- AND HEAVY-DUTY VEHICLE EMISSION STANDARDS*

Pollution from large trucks and buses contaminates our air, contributes to climate change, and impairs public health, especially in vulnerable communities. In partnership with neighboring states, Governor Lamont proposes adopting new emission standards for medium and heavy-duty vehicles offered for sale in Connecticut to improve air quality, reduce greenhouse gas emissions, and protect public health.

#### **The Problem**

For almost forty-five years, Connecticut has failed to comply with the National Ambient Air Quality Standards (NAAQS) for ozone, or smog. Failing to meet those health-based standards has subjected generations of Connecticut residents to adverse health and economic impacts. This past year, Connecticut experienced twenty-one days of unhealthy levels of ozone and documented some of the highest monitored values on the east coast. A recent national report, [Asthma Capitals 2021](#), ranked New Haven (#5) and Hartford (#17) among the 100 U.S. cities where it is most challenging to live with asthma. To comply with that standard and meet our greenhouse gas reduction targets, Connecticut needs to reduce emissions from the transportation sector, which is responsible for over 67% of local ozone-forming precursor emissions.

Additionally, the Department of Energy and Environmental Protection's most recent [Connecticut Greenhouse Gas Emissions Inventory](#) determined the state is not on track to meet its 2030 and 2050 Global Warming Solutions Act targets. Transportation sector GHG emissions for 2018, the latest year for which data is available, comprise 37% of economy-wide emissions, the single largest contributor, and continue to increase. To meet the economy-wide, statutory GHG emission reduction target for 2030, transportation emissions must decline by roughly one-third before the end of this decade.

Medium- and heavy-duty trucks and buses account for as much as 53% of smog-forming nitrogen oxides (NO<sub>x</sub>, an ozone precursor), despite being only 6% of the vehicle fleet by weight. They are also responsible for 25% of the transportation sector's greenhouse gas emissions.

#### **Governor Lamont's Solution**

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Governor Lamont proposes joining nearby states including New York, New Jersey, and Massachusetts in adopting clean truck standards based on those recently adopted by the state of California, following a successful model established almost twenty years ago for passenger cars and light trucks. Those standards do not tell anyone what vehicle they have to drive. Instead, they require manufacturers to make more clean and efficient vehicles available to prospective consumers.

### *Choosing the California Standards Rather than Outdated Federal Standards*

Adopting tougher vehicle emission standards will ensure manufacturers are producing cleaner vehicles and offering them for sale in Connecticut. Under the federal Clean Air Act, Connecticut cannot independently set its own new vehicle emission standards and has only two options to reduce air pollution from these vehicles:

- Adopt California’s vehicle emission standards, which were formally adopted last year in California, and will go into effect as early as 2025; or
- Wait for EPA to adopt new federal standards, which have not yet been proposed, and could not be implemented until 2027 at the earliest. The existing federal standards are over two decades old and do not meet Connecticut’s air quality, climate mitigation, and public health needs.

Proactively implementing the suite of California emission standards for new vehicles rather than relying on outdated federal regulations will yield significant benefits in Connecticut and help the State meet health-based federal air quality standards and state required climate mitigation targets.

### *A Regional Coalition Has Already Adopted the California Standards*

Governor Lamont is working with fellow governors as part of a multi-jurisdictional effort to reduce air pollution from medium- and heavy-duty vehicles. Five states including New York, New Jersey, Massachusetts, Oregon, and Washington have already adopted the California standards. Most of Connecticut’s geographic neighbors in the Northeast and Mid-Atlantic states have supported adoption as signatories to the [Multi-State Medium- and Heavy-duty ZEV Memorandum of Understanding \(MOU\)](#) and continue to work collaboratively on a multi-year action plan.

### *Environmental Justice*

Reducing air pollution from medium- and heavy-duty vehicles will greatly benefit the most vulnerable populations in the state. With truck freight volumes projected to increase 30% over the next decade, the already overburdened communities located near heavy truck traffic corridors could face devastating public health consequences. The International Council on Clean Transportation found that electrifying this portion of the fleet in all MOU signatory jurisdictions

could produce fleet-wide reductions up to 73% of GHG emissions and 98% of NO<sub>x</sub> emissions. Electrification of MHD vehicles could thereby provide an immense reduction in these two pollutants, which would be instrumental in mitigating the climate and health consequences of increased truck traffic in overburdened communities. The gravity of Connecticut's non-compliance with federal health-based clean air standards requires the adoption of the California framework to achieve emission reductions that are needed now. The protection of public health and welfare, particularly in overburdened communities across Connecticut, demands it.