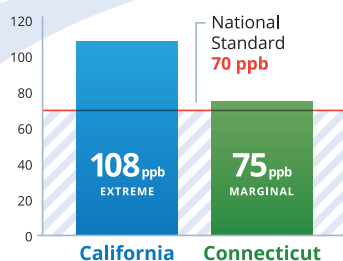


# ZERO EMISSION VEHICLES (ZEVs) ARE THE FUTURE. A NATIONAL PROGRAM GETS US THERE FASTER, SMARTER.

Getting to a ZEV truck future will be best achieved through a **national program** that will reduce greenhouse gases and other emissions **faster, cheaper and smarter** than individual state's adoption of California "Omnibus Low NOx" and ZEV mandate rules ("California Program").

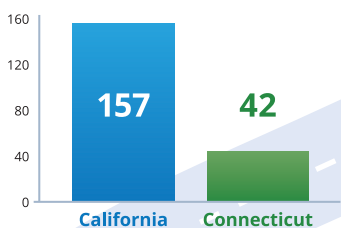
Adopting a **California mandated program** in Connecticut is not needed to achieve air quality goals and would put California in charge of Connecticut's trucking fuel and equipment policies.



Connecticut has far better air quality and fewer dirty air days than California.

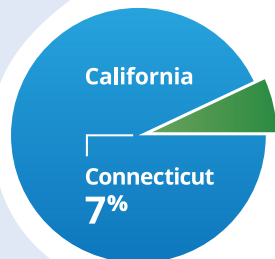
Connecticut does not have the same degree of air quality problems as California. *The California program was designed for the area with the worst air quality in the country (Southern California, Los Angeles).*

## DAYS EXCEEDING FEDERAL OZONE STANDARD (2020)



By adopting California's program, Connecticut cedes its control and independent authority to California. ZEV market requirements in Connecticut will be based on California truck sales, meaning California truck buyers effectively mandate fleet composition for Connecticut.

## CT TRUCK FLEET IS FAR SMALLER THAN CA



## COMMERCIAL ZEVs

## THE BEST PATHWAY

# 44.6%

44.6% of all trucks in operation in Connecticut are 2011 and newer with near zero particulate matter and nitrogen oxide emissions.

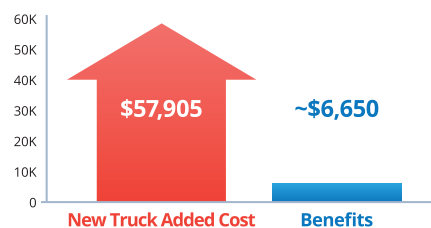
## National program for a national trucking industry includes

- Next-tier standards designed to encourage an accelerated transition to ZEV trucks.
- Incentives for ZEV purchases and infrastructure development, and other features.
- National program delivers the most — cleaner air, affordable trucks, lower greenhouse gas emissions, greater autonomy, flexibility to meet local needs.

WELCOME TO  
**CONNECTICUT**

## NATIONAL PROGRAM

## CA PROGRAM WOULD HAVE FEW BENEFITS BUT MUCH HIGHER COSTS



A California program will add \$57,905 to the price of a new truck in **Connecticut**. Factoring in local emissions reductions means the **costs of a California program dramatically exceed its benefits by a factor of 9:1**. Emissions from the large number of out of state trucks, and fleet purchasing shifts mean that any emissions benefits of adopting a California program would not accrue until well past Connecticut's 2021 SIP clean air compliance deadline.