

Re: HB 5039 AN ACT CONCERNING MEDIUM AND HEAVY-DUTY VEHICLE EMISSION STANDARDS

Oppose

Co-Chair Lemar, Co-Chair Haskell, Ranking Member Carney, Ranking Member Somers, and members of the Transportation Committee, thank you for the opportunity to present this testimony. My name is Joe Sculley, I am President of the Motor Transport Association of Connecticut (MTAC), representing small business trucking companies in the State of Connecticut.

This bill would have Connecticut adopt emission standards set by the California Air Resources Board (CARB) (rather than US EPA) for new medium and heavy-duty trucks. It would prohibit the sale and registration of EPA-compliant trucks in Connecticut.

KEY REASONS FOR MTAC OPPOSITION

- The [Engine Manufacturers Association calculates](#) that a California-compliant diesel truck will cost \$57,905 more than an EPA-compliant diesel truck
- CA standards also contain a phased-in electric truck sales mandate. A medium duty electric truck will cost 2.5 times more than its diesel counterpart (about \$130,000 difference), and a heavy-duty will cost 3 times more than its diesel counterpart (about \$276,000 difference).
- At the end of the phase-in period, a rough estimate shows \$951 million in total incremental costs will be incurred. Even if vouchers were provided to cover just half of that amount, that would require \$475.5 million in vouchers. CT very likely does not have the money for this, which DEEP acknowledged in their 2020 EV roadmap.
 - This estimate does not even include the amount required for charging infrastructure, which is roughly \$40,000 to set up power, plus another \$40K - \$50K for each station, which could only handle 2 or 3 trucks. Plus another \$40K for lifts, tools, electronics, etc
- Trucks registered in other states that do not have to comply with this standard will operate in and through Connecticut anyway. Senators Murphy and Blumenthal [wisely acknowledge this.](#)
- Our grid is not going to be able to handle this. For power comparison purposes, a hypothetical charging of a 10-truck fleet of electric trucks would use the same amount of power as 1,000 homes. (A 1 to 100 truck to home ratio)
 - At the end of the phase-in of the electric truck sales mandate, roughly 4,688 electric trucks would be sold, which would be roughly equivalent to adding 468,000 houses to our power grid
 - There are 52 combustion power plants in CT that emit CO₂, NO_x, SO₂, PM 2.5, which will have to increase their emissions to charge the electric trucks. (11 in Hartford County, 8 in New Haven County)



- It would take 60 of today's trucks to equal the emissions of just one truck from 30 years ago. Federal standards have the industry making tremendous progress.
- The Biden administration JUST proposed new rules that will further reduce NOx emissions by 90%. We need federal policy to govern our interstate industry [EPA Rule Would Make Heavy Trucks Cut Smog, Soot Pollution | Business News | US News](#)

LIKELY CONSEQUENCES IF THIS LEGISLATION IS PASSED

- Trucks sales will be pushed out of state
- Jobs will be pushed out of state
- Businesses will operate older, dirtier trucks longer, in order to avoid purchasing more expensive trucks that their competitors in other states will not have to purchase
- Businesses will buy dirtier used trucks instead of new trucks, because CT would effectively be banning the sale of EPA-compliant trucks in Connecticut

OTHER:

- DEEP data shows that highway diesel is responsible for just 1% of GHG emissions from mobile sources in CT (down from 2% in previous years)
- Connecticut's truck fleet is 7% of the size of California's truck fleet
- In 2020, California exceeded ozone standards in 157 days. CT exceeded them on 42 days.

Finally, I think it's worth noting that unless the Highway Use Tax is repealed, electric trucks will be paying more than their diesel counterparts, because the tax rate is higher for trucks weighing more than 80,000 pounds, and electric trucks will be given a "waiver" to exceed the federal weight limit of 80,000 pounds and go to 82,000 pounds because the batteries are so heavy.

Thank you for your consideration.

ABOUT CT Trucking Industry

85.8%: number of Connecticut communities that depend exclusively on trucks to move their goods

98.4%: Percent of freight in Connecticut that is transported by truck

\$3.5 billion: total trucking industry wages paid in Connecticut (2019)

62,990: trucking industry jobs in Connecticut (2019)

\$56,133: average annual salary in trucking industry in Connecticut (2019)

\$8,722: average annual CT-imposed highway user fees paid by tractor trailers

\$8,906: average annual fed-imposed highway user fees paid by tractor trailers