

JOSEPH R. SCULLEY
PRESIDENT

Re: SB 4 AN ACT CONCERNING THE CONNECTICUT CLEAN AIR ACT

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.

Generally speaking, MTAC is supportive of incentives rather than mandates. This bill would provide incentives for the purchase of “zero emission” commercial trucks through creation of a “medium and heavy duty vehicle voucher account.” The voucher account “shall contain any moneys required by law to be deposited in the account” and vouchers can be provided “within the availability of funds.”

Where will the funds come from? We caution against any legislative language that would give the DEEP Commissioner (or any Commissioner) the unilateral authority to impose fees that would be used to fund the voucher account. We would be strongly opposed to giving any Commissioner the unilateral power to tax.

The language leaves out heavy-duty commercial trucks from eligibility for vouchers. It states that the Commissioner(s) “may establish a voucher program to support the deployment of any vehicle classified within Class 5 to Class 8, inclusive, by the Federal Highway Administration's vehicle category classification system.” A 5-axle tractor trailer (heavy duty truck) is a Class 9 vehicle under FHWA classification. We suggest changing eligibility based on weight range, such as anything between 10,000 and 80,000 pounds Gross Vehicle Weight Rating (GVWR) or Gross Combination Weight Rating (GCWR). Another way to ensure inclusion of heavy-duty vehicles is to state that eligible vehicles are anything in FHWA Classes 5 to 13.

No trucking company is going to buy an electric medium or heavy duty truck without incentives (vouchers). A truck dealer recently provided quotes to me showing that heavy-duty electric truck costs \$411,000, compared to \$135,000 for a comparable diesel. A medium duty electric truck would be \$215,000, compared to \$85,000 for a comparable diesel.

We are supportive of optional (non-mandatory), responsibly funded voucher programs to incentivize the purchase of electric trucks.

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